

Laster & Bagger

English text at lasterundbagger.net

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Modelle von Lastwagen, Baumaschinen und Kranen

Mit Wettbewerb

Conrad 1:50
Atlas
1604ZW

Eigenbau 1:50

Scania LB 76

English text



Exotik in 1:50
Isuzu EXR Sattelschlepper

Sammlerporträt
Steven Downes

Conrad 1:50
Grove GMK4100L-1



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Editorial

How pictures are made



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".

Photography of models so that they look as real as possible is one of the specialties of Trucks & Construction. For this purpose, I have several modular-type construction dioramas as well as buildings and plant material at my disposal. I am able to set particularly trucks into scenes from Scandinavia to Southern Europe and from Asia over to Australia and the Americas.

Sometimes, the builders of scratch-built models tell me what kind of story ignited their creativity to build the model. With industrially made models, I try to imagine the stories myself. For example, in the picture above, the driver of the lorry is driving to the side of the road to help the lady tourist in the taxi which has broken down, whilst the taxi driver has probably gone on foot to find help. This story grew during the photo shoot the goal of which was to show the lorry's steerable front wheels.


Part of being a model photographer must be a background information search on the Internet to save oneself from embarrassing comments and not reveal possib-

le gaps in one's knowledge. After all, the goal is to build up authentic scenery. This is how I always learn something new, especially the kind of vegetation which grows in a location.

Matching the Isuzu EXR, commonly found in Asia, is a Majorette 1:47 scale Tuk-Tuk which I found in the supermarket. Written in bold lettering at the rear of the taxi is 'Thailand' and this determined that the series of lorry pictures should be set in scene under palm trees.

The research began with the question: "Does one drive on the left or the right side of the road in Thailand?" The answer came from Google: "Left of the road is the rule in Thailand but, nevertheless, most vehicle drivers drive on the right side". Very helpful. On pages 24/25 you can find out how I solved the problem.

After this peek behind the scenes, I wish you a lot of fun reading the following pages.


Daniel Wietlisbach

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Steven Downes collects colourful models

The publisher

by Steven Downes, edited by
Daniel Wietlisbach

Over many years Steven Downes has amassed a remarkable collection of construction machines and truck models. But how did it all begin? Born in 1972, Steven and his younger sister grew up in Royton, a small city near Manchester. Their father was a caretaker at a comprehensive school and the mother worked as a secretary/personal assistant for several different companies.

Ever since he can remember, Steve has been fascinated by diggers. During every car trip as a small child he looked out for them and later spent his school holidays visiting local construction sites to watch the machines at work. In close proximity to his home there was a small construction site where two houses were built by the owner of a local demolition company. There, Steven's love for Liebherr machines was awoken. 'D&M Demolitions' owned three Komatsu track loaders of different sizes, two Liebherr R 942 tracked excavators, a few four-axle rigid tippers and a low-deck trailer.

During his holidays, he spent most of his time at the construction site where he stood behind the operator in the cabin and watched the others at work. Finally, at the age of seven, without really expecting an answer in the affirmative, he was cheeky enough to ask the driver

Steven Downs is known world-wide through his 'Miniature Construction World' website. Nowadays he publishes his own magazine. We do not see Steven as a competitor but rather feel connected to him in friendship ...

if he could have a go at the lever himself. After the operator answered and the sound of 'yes' reached his ear, it still took him over a minute before, awestruck, he managed to move the lever. The picture of 'his' gravel-filled shovel on the JCB tracked excavator is forever etched into his memory.

When Steven turned nine, the family moved a few kilometers further away. But luck stayed with the little fan because the new family home was part of a sub-division that was still under construction and so there were plenty of opportunities to observe construction machinery and because there was a farm behind their new home, the lad developed a love of agricultural machinery.

Every weekend during his early teen years, Steven visited a specialist shop in town. There they offered a great variety of plastic model kits. More often than not, he returned home with a kit for a plane or a military vehicle which had to be built and painted immediately before the start of the new the week.

When he was 14, he walked past a model shop that he had not been

aware of before and there in the shop window a completely assembled model of a 1:87 Kibri crane caught his attention. Looking closer, he discovered a wonderful model of the Liebherr R 912 (Conrad 2829) in the background. Two weeks later, with this first 'diecast collectable' model, he began his collection which has grown to such an extent that he has lost count of how many models it contains.

Job training

Everyone in his family fully expected that Steven would become a construction machine operator but instead, his passion for building plastic kits and Lego led to an apprenticeship at Ferranti. This was a large development and programming company with several locations in Great Britain. The company specialized in military electronics for warships and defense systems and also produced civilian applications.

There he learned to work with metal and to weld. He also expanded his knowledge of electric and electronic theories as well learning

technical drawing and computers. During his four-year apprenticeship he had more pocket money and was often able to add new models to his collection.

No sooner had Steve finished his training, than a scandal around International Signals led to mass layoffs which who also affected him. In hindsight, the layoff provided an opportunity because a few months later, Steven found a job as a software developer with a gambling machine producer. Programming was part of his training and he enjoyed this so much that he stayed 18 years with the same company.

At that time there was no real way to get information about new models and so Steven started his 'Miniature Construction World' website where he used pictures and described every new model in his collection in minute detail.

Travels

In 2001, the collector made his first visit to the Bauma in Munich and was amazed by event. For the

first time, he was able to meet fellow collectors with whom previously his sole was contact by email. One of them, the American John Cunningham, introduced him to the stand of Spiel+Modellkist'1 where a friendship developed with Anton Hanrieder, a friendship which is still strong today.

Steve's involvement in writing software for gambling machines destined for Germany gave him the opportunity to visit Nuremberg every January beginning in 2008, exactly at the time of the Toy Fair.

The collector remembers very well how he got stuck in front of a Conrad poster at the Nuremberg airport and could barely tear himself away from it. Thanks to help from Anton, Steve was able to see the exterior of the factory in Kalchreuth for the first time but it was several years before he was able to visit the production lines. At that time, the museum was already worth seeing. While there, as Steven began to speak with Anton about the display of a heavy-haulage model which he had never seen before he

suddenly heard a voice behind him saying, "This is still top secret, so please, don't say anything about!" This was his first encounter with Günther Conrad.

Collecting was a lot of fun for Steven but every model looked very similar to its predecessor because only standard equipment was modeled. For example, you could line up a long row of excavators all equipped with standard buckets. Then Steven heard about the Model Excavator Company (MEC) of Ron Coens and Nigel Rattray which produced interesting tool attachments like the Rammbären (pile driver ram?), sheepfoot rollers and his favorites, the UHD demolition booms. Steven was lucky to get a conversion kit for the Liebherr R 984 from Conrad and found the work required to build the conversion very satisfying.

The end result was not perfect but it produced a very interesting machine which finally brought some variety into the display cases. Further conversion kits followed from MEC and from John Comben (an initiative from this specialist dealer who also offered alternate booms and tools).

Company liveries

Colour variations for Steven were an interesting aspect of the hobby. Such models are very colourful and make for good variety in his collection; getting the model sometimes involves an intensive search. The collector found the searches exciting and very instructive. Occasionally, Steven searched for weeks for a model.

Unfortunately, over time so many models in company colours were

The collector

Steven Downes (48) was trained in a company that produced security systems and immediately afterwards studied to become a software developer. Today he is the Managing Director of SJD Media Ltd. and publishes his own magazine for English-speaking collectors.

In addition to his collecting interests, he also likes to build kits of construction machines and trucks. He is single and lives near Manchester. Should you wish to contact with him, use the email sjd@steven-downes.co.uk



offered that many collectors turned away and restricted themselves to collecting models in only brand colours but for Steven, they remained a very desirable. He is aware that many of these variants are still missing from his collection and doesn't even know if they exist at all. It is not always easy to find out about the models that were produced exclusively for companies, but still, sleuthing around trying to find them it is very exciting.

Steven is also enthusiastic about the tools and booms produced by Gaz Evans (GEM Models), in parti-

cular, the Longreach and other special booms, which are also diecast in metal, just like the tools. Currently, the offerings of detailed ready-made models are very comprehensive, however, Steven still yearns for every Gaz release so that he can give the new excavator his personal touch. Because of Gaz Evans' untiring drive to create new kits, this part of his collection continues to grow quickly.

A few years ago, Steven Downes became the publisher of the magazine 'Plant & Machinery Model World' and so was able to make

his hobby his profession and when asked to take over as editor for 'Truck Model World' his passion for model kits was reawakened.

Although the collecting of ready-made models remains his biggest passion, several kits still sit in the wings waiting to be started. Steven is very happy about the developments in this segment of the hobby. There are already some current models from Hasegawa and several kit manufacturers have produced historic Cat track-type tractors, although in the larger scale of 1:35.

Scania LB 76 & Forss Parator trailer

«Intertextrans»

By René Tanner

Without further ado, Hans acquired the aged Greif and drove it all the way to the very nice holiday island of Texel where he found a quiet, dry place for it. But before Hans could start with the restoration, he made a drawing as a reference to refer to when the time came to decide upon the choice of colour. This coloured drawing was in a large folder which I got a look at and so grew the idea of making this model. In the end, because of personal reasons, the restoration did not go ahead. However, the chassis of the LB 76 is still around as a perfectly reconditioned replica

I got the idea for this model from my friend Hans Witte. He too was active with an Old-timer restoration in the early 90s. Hans found the LB 76 Artic tractor unit at the Altra haulier company near Antwerp in Belgium ...

at the Swedish hauliers Börje Jönsson Akeri AB.

The model

The basis for the model is the LB 76 kit from Heavy-Goods. No better copy of the legendary Scania could be found and the Tekno version was not available then. To-

day, the HG kits are increasingly rare because, due to reasons of age, Geoffrey Moorhouse is no longer active and, sadly, has stopped producing Heavy-Goods kits. Once in a while on a kit turns up at the swap meet in Houten. There are a few in my storage cabinet at home, among them some special ones including a resin version with an extended

German-type driver's cabin. None is for sale.

Many details have been added, upgraded and improved. The form of the roof rack, created by bending 0.5 mm florist wire, was attached directly to the roof in pre-drilled holes. The illuminated panel and cabin ladder are also scratch built; similar parts can be had from www.bemo-models.com. The batteries on the LB 76 are normally stowed below the bed but because of safety and handling reasons, I have attached an external battery box. Right beside it is a matching scratch-built spare wheel carrier. The toolbox is from the spare parts of the rustic-looking Tekno LS Scania. I added new rims from Lion-Toys and tyres from Tekno. The ring around the wheel bolts on the front axle was a typically Dutch feature. Because one must always use the right leg to ascend to the cabin, these pressed thread plate rings are used to assist. The 0.3 mm florist's wire handhold mounted at the side also helps. New mudguards from 0.3 mm metal sheet stock plus diesel and brake lines were made and glued in place. A chassis cover panel was bent to shape from aluminium sheet stock. The cover makes it possible to store tools and such, in this case, tie-down ropes and chains. All necessary details in the interior can be seen including bed linen and the two gear levers.

In the beginning, the trailer chassis actually had a reefer box. For the conversion, I made a new platform from plastic profiles and sheet stock and to the sides I attached short pieces of 0.5 mm florist wire as tie hooks. The headboard of the trailer was only lightly detailed with some U-shaped profiles. The

chassis is made as a ladder frame from 2.0 mm plastic sheet stock. For the Wide-Spread chassis hardware I used thick plastic profiles. The cross members are glued into the appropriate drilled holes with 1.0 mm brass wire. The rear of the chassis is made from two glued-together plastic sheet stock parts, the top one a trapezoid-shaped recess filed out for the lights and the number plate for a typical Forss-Parator look. Auxiliary tank, mudguards and spare bracket are scratch-built and the two tool boxes as well as the landing gear came from my scrap box.

Painting was done in two different shades of red, both from spray cans. Later on, both chassis were sprayed over with a mix of Humbrol paints in a satin grey finish with the various red added-on parts covered with Tamiya masking tape.

The load

I wanted to model the load and the tarpaulin cover after the English 'rope and sheet' method. Up until the late 90s, English lorry drivers used this perfected technique of tying down their loads. With the introduction of the Tautliner in the 70s, the covering of loads became simpler but today there are still loads tied-down using the old methods. Special attention is paid to the tightly tensioned ropes and tarpaulins that are secured with 'Dolly knots'. Today this is considered to be in the 'Kings class' and because critics are everywhere, this technique is treated extremely seriously. A lot of instructive information can be found under www.trucknetuk.com. My tarp-covered load is constructed from thick-

walled aluminium pipe cut to size and stacked crosswise giving the model a pleasant weight. The pipes are glued directly to the trailer deck with contact cement. The three-part tarp is made from toilet paper which is extremely hard-wearing paper and when wet is great to drape over the load. I covered the sides first using a pair of tweezers to improve the look of the fall of the folds and then made corrections where needed. The completed cover was then covered with thinned white glue which kept in place and stiffened it at the same time. The last step is the topmost layer which was cut to size and also wetted down and glued in place with the thinned glue mixture. It takes about two to three days to dry out everything; after that, the cover can be painted in the colour of the tarpaulins. Here too, two steps result in a better paint cover. After everything was dry, a coarse brush and some mixed paint was used to weather the whole tarp using the dry-brush method. The last things were the 'tie-down' ropes made from thick sewing thread and fastened to the tie-down loops. I also always glue the knots together.

The airbrush 'weathering' is done with colours chosen depending on the desired degree of 'dirty'. Paint well thinned with ethyl alcohol has the advantage drying quickly. When dry, a second, lighter colour can be applied. I recommend waiting a day to see if the 'weathering' is ok. If too much of it is applied, it could ruin the model and paint too thickly applied makes it look unrealistic. The bolts on the springs, on the rear axles and on the oil and diesel tanks locks were painted with satin black to simulate soil marks.

The additional tarps on the roof rack are cut-to-size strips of paper, folded and rolled up then painted with acrylic paints. The additional work spotlights are filled in with

two-component epoxy glue and the radio antenna is made from 0.2 mm guitar string wire held down with a 0.3 mm brass hook. Hans printed the lettering on a Brother Label

Printer, a very handy tool for small labels or even lettering for illuminated panels.

A two-way excavator from Conrad in 1:50

Atlas 1604ZW

by Daniel Wietlisbach

Two-way excavators, also called road rail excavators, are much more than ordinary excavators installed with railway wheels. Having to meet high safety standards makes them very distinctive when compared with standard excavators. Besides the rail capability on the lower chassis, the most notable features are the double cabin and the golden yellow paint (RAL 1004), both required under regulations. The second seat in the cabin is for the person who observes the rail traffic whilst the excavator is moving on rails and warning the operator as needed.

According to Atlas, they put their first excavator 'on tracks' in 1965 and since then have been a well-known supplier of road rail excavators. The 1604ZW short tail excavator can be ordered with several counterweight options but the slewing radius is always under 2,000 mm. Its working weight varies between 21 and 23 tons. Thanks to its impressive pulling

Two-way excavators are currently very popular with collectors. The updated model of the Atlas 1604ZW from Conrad arrived just at the right time. It is much more than simply a re-issued item ...

power, the excavator can also be used as a 'shunting locomotive'. It is licensed to pull weights of up to 40 t with no brakes or 120 t with an optional wagon brake. The built-in Deutz TCD 4.1 L4 engine produces 115kW (157 hp) and complies with the Tier 4 final exhaust protocols.

The model from Conrad

A model of the Atlas 1504ZW has been available for a few years but now, the upper chassis including the cabin, is new. Never having discussed its predecessor model in detail, we want to take a complete look at the whole model of the new version.

The made-to-scale excavator is packaged in the familiar box with foam lining. The grading bucket is attached to the model, the clamshell bucket and two rear-view mirrors are separately packaged in a plastic bag, and a piece of track which allows the functional set up of the model to be included. The pleasant hefty weight of the model hints at its high metal content, as we expect from a Kalchreuth model.

The exactly replicated lower carriage has a high degree of functionality. Tires with the prototypical profile are on finely engraved wheel rims. The front axle is steerable and the drive shaft has been modeled. The two track axles can be lowered prototypically using two hydraulic

cylinders per axle. The two support brackets and the gripper safety rail at the front can also be lowered. There are trailer couplings front and back with the yellow coupling bar permanently attached.

The cast metal upper carriage is an excellent replica of the original although the engravings on it are a bit flat and details are only printed on. Some light indentations located at the engine room would make the model look more life-like. The work spotlight, exhaust, horn and the robust red metal safety railings have been separately attached.

The cabin is made from a finely engraved metal casting on which the hinges, locks and holds have a three-dimensional look. Also very convincingly done is the flush-fitting glass, including raised hinges, window partitions and window rubbers printed on in matt black. The window wiper is printed on.

The separately-attached handholds, front lights as well as a warning beacon complete the details on the cabin. The transparent plastic part which represents the sun visor and two headlights can be refined by the collector with a bit of paint. The mono-colour black interior shows all the important details.

The equipment consists of an adjustable boom, 2,240 mm stick, quick coupler, grading bucket and clamshell bucket. The well-done metal parts of the boom and stick are connected at the joints with the familiar hollow rivets. The free-standing hydraulic lines from the

upper chassis up to the attached tools are very nice. The correct thickness of supply lines suits the model very well even though they almost hide the Atlas logo at the boom. The lines at the hydraulic cylinders are also free standing. The equipment can reach all the maximum positions easily and maintain them in a very stable way. The factory-mounted grading bucket with hinted-at adjustment cylinders is made from metal; removal in order to exchange it for another tool requires a bit of gentle power, and, as shown in the pictures, the fully functional, plastic clamshell bucket simply clicks on and connects to the supply lines with its pins. There is a lot of variety and play enjoyment to be had.

The paint application is flawless and the printed-on lettering very extensive. Many stickers with warning labels and instruction signs complete the picture of a very well-done model.

At a glance

- + Metal content
- + Functionality
- + Hydraulic lines
- Air intakes



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Imprint

Tinplate

Tracked loader

by Robert Bretscher

This tracked loader is something special, not only because of its considerable size but also because of the many attractive play possibilities for which it is equipped. It is a lot of fun to load dump trucks standing in the backyard sandbox with this robust tinplate model (article #1042). The undemanding mechanics, large proportioned tracks and the strong propulsion system with two, independent electric motors allow outside operation without any problems.

The loading and driving movements are steered by a cable remote control. The colourful painted control box also houses the 4.5-volt battery. The four separate contact buttons are used to control the back and forwards movement as well as the loading and dumping mo-

This very colourful, 36 cm long tracked loader made by Somnavilla, Italy, in 1958 has a number of things to offer ...

vements of the shovel. To avoid a faulty connection, the maker has given the control box easy-to-read symbols as instruction.

The bucket lifting mechanics are driven by an electric motor inside the motor housing of the loader. It uses a cranking motion and a clever kinematic to raise the shovel. As soon as it reaches its final height, a chain that tightens during the lifting dumps out the shovel. The four white hydraulic cylinders on the lifting arms do not actually function as a power provider but run empty with imaginary piston rods. The back and forwards driving motion is done with the se-

cond motor which is housed in the lower chassis.

The toy maker 'Somnavilla Fratelli' from Chirignago (near Venice), founded in 1949, specialized on remote-controlled excavators and bulldozers with electric motors. There were some varieties with up to four electric motors which were operated with two separately-operating remote controls. The modular construction system used by Somnavilla made it possible to produce the largest variety of tractors or tracked bulldozers with the same look in most cost-effective way. Unfortunately, the producer had to stop production in 1984.

An excavator for tight spaces

Liebherr A 910

Compact

by Daniel Wietlisbach

The original weight, depending on equipment, is between 12.1 and 13.1 tons. To make the machine as maneuverable as possible, it can also be ordered with an optional all-wheel steering. The bucket capacity lies between 0.15 to 0.48 m³ and for the quick attachment change, Liebherr offers its own 'Likufix Quick' coupling system. The machine is powered by a Deutz TCD3.6L4 four-cylinder engine producing 85 kW (116 hp) of power and conforming to Step V exhaust controls.

NZG made the model lovingly and true to scale. The high metal content ensures a good weight despite the small size. The lower carriage has the functioning kinematic on the side with the rigid axle and the split blade. The steerable axle oscillates. Axles and drive train are engraved prototypically as are the rims with their rubber tires. The generously proportioned steps between the wheels are made from stable, white metal castings.

The well-proportioned and nicely replicated upper carriage has many engraved details, from hinges, to lids on storage containers and locks which are also pi-

The A 910 Compact of the Generation 6 is designed as an all-rounder for tight working spaces like in garden construction or inner-city sites. The model is one of the many new 2019 Bauma items from Liebherr ...

cked out in colour. While the air intake, exhaust and cameras are plastic, all handholds and mirror brackets are solid wire. The fan guards at the engine are engraved deeply and painted in matt black colour and the very fine grilles on the right side are printed on in two colours.

The cabin is impressive with its flush-fitting windows with rubber seals printed on and a very nicely done two-coloured interior. While the antenna is plastic, the window wiper and handholds are metal.

The model is equipped with the truly superbly modelled 4.0 m long adjustable boom and 1.85 m long stick. Five hydraulic cylin-

ders ensure that the functionality mirrors the original; the maximum positions are slightly below those on the original, but that is acceptable. The modeling of hydraulic cylinders is very detailed. All hydraulic lines are present and run correctly from the distribution valve to the cylinders. The lines are made partly from rigid, plastic parts painted silver and partly from flexible black rubber lines.

The work spotlights are replicated and at the end of the stick, a quick-change attachment awaits to be played with by the collector. For such play, a clam shell bucket is included with the model, in addition to the small backhoe bucket, both made faithful to the original from finely engraved metal castings and, of course, both fully functional.

The faultless paint coat is applied cleanly and covers well. The printed-on lettering is sharp and legible down to the smallest decals.

At a glance

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



Landfill compactor from NZG inn 1:50

Tana E520

by Daniel Wietlisbach

The history of Tana began in 1970 when a young inventor in the Finnish town of Jyväskylä put some rubber tires on an old tractor and so invented a kind of landfill compactor. At the Hannover fair in 1971, he showed the first 'real' waste compactor with wide sheep foot roller which he was able to sell to a customer in Germany. The first lucky step was made and Tana machines continued to develop.

The landfill compactors of the E series introduced in 2012 were different from comparable machines that were based on construction machines. Tana machines which are designed from the ground up are especially for landfill compacting. The series comprises five models in different weight classes with the 52-ton E520 being the largest. This articulated machine is especially efficient because of its two compacting rollers. Powered by a six-cylinder Cummins QSX15-C535 with 439 kW (589 hp), it has a blade 5-meter-wide blade.

The model from NZG arrives to the collector well protected between two Styropor half shells. When unpacked, it presents itself as a heavy and chunky 'Iron pig'. With the metal content being around 95%, the 'compacting feeling' comes almost automatically. As on the original, when unpa-

Tana from Finland specializes in waste recycling machines. Their compactors are especially designed for this purpose and NZG has produced their 52-ton flagship ...

cking it, loosen the safety latch on the right side, lift out the pin on the front unit with a small pointed tool and the fold the red safety bar backwards, and then, prototypically correct degrees of articulation for the unit will be possible. The original was made true to scale by NZG.

The end-to-end sheep foot roller made of eleven staggered drums, each of them with ten teeth, are almost hidden by the boxed-in drives on the sides. The hefty rear wagon is cast as one solid, exactly engraved piece which includes the Tana logo. The exhaust is integrated into the casting while the air intakes around the engine room are printed on in matt black.

The articulated joint has been rather plainly modeled, the two steering cylinders are there, but the skein of supply lines has been

left off. True to the original's detail, two rubber bumpers are attached on each side of the rear wagon frame.

The front wagon is dominated by the spaciously designed cabin to which the machine operator gains access by a set of stairs on the left side. The anti-skid surfaces there are engraved and the safety railings are cast metal. The cabin housing with the integrated ROPS is painted grey inside and the exactly replicated interior furnishings are in two colours. The flush-fitting, slightly tinted windows even have the logo printed on at their sides. Air conditioning with a fresh air intake, rear view mirror, handholds and a beacon are separately attached parts.

True to the original, the exactly cast metal blade can be lifted and lowered. The pierced upper part is especially likable.

The paint has been applied faultlessly as we expect from NZG and the many printed signs make the model look even more detailed.

At a glance

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



Affordable trucks of exotic brands

Isuzu EXR

by Daniel Wietlisbach

Isuzu is a world leader in the manufacture of commercial vehicles up to 6 tons and, in our regions, especially for its pick-ups. The company is also one of the world's largest makers of diesel engines which are used in construction machines and vehicles from Renault, Opel and General Motors. The articulated lorries of the E-Series for 38 ton (EXR – 4x2) and 44 ton (EXZ – 6x4) appear the web pages of the Asian producer. They are sold mainly in Third World countries and emerging markets. The E-Series was produced from 1994 to 2016 during which time the cabin had several facelifts. Among other options, the lorries were offered with the very impressive V-10 diesel engine which produced 600 hp. The maximum power output of the current models is 460 hp. They are offered in numerous chassis configurations, up to a four-axle version.

Models from eBay

Because these models are not offered from any of the dealers that we know, there is no other way but to search on eBay where models can be found on the international pages of ebay.com. A search for Isuzu 1/50 reveals that they are relatively easy to find from several different dealers in Asia. The articulated lorry with a 40-foot container is available with

There can't be too many collectors with an interest in trucks from Asia even though they are very interesting and vary greatly from European brands. In this case, we showcase the Japanese Isuzu EXR ...

many different paint and lettering variations. They usually trade for between US \$ 50 and 60 and this low price must be taken into consideration when looking at these models. We are not getting something from Tekno or WSI but a model that has a certain rarity appeal and which cannot be found in everyone's display cabinet. The model producer is named is Dongguan Shangjia Model Products Co. Ltd. The rather sparse lettering on the box leads to the conclusion that these models were produced for ISUZU. The metal content is around 50%; all main components and cabin are made from white metal castings, whereas the rest of the parts, including the container, are plastic.

The two-axle tractor lorry is shown with the 'Gigamax' cabin, as built from 2000 to 2003, and is a good replication of the shape and proportions. Only the rear side window is a bit lower than it should be and, to be correct, window wipers should attach a bit higher up thus avoiding interference with the lettering over the cooler grille. The front lights which

match the original have glass inserts and the rear indicator and brake lights are painted on in red and orange. The windows are a single, clear plastic part and the window rubbers are painted on with black matt paint. In addition to the window wipers, there are plastic rear-view mirrors and handholds to be attached separately. The black mono-colour interior is reasonably well detailed. While the cabin tilts up only a little, it does allow a view of the engine mock-up. Behind the cabin are a breather pipe, the expansion tank for the cooling liquid as well as two spiral cables in red and blue.

The drive train has been modeled and the front axle is steerable. The tires on the rather plain wheels are a hard rubber material. On the chassis are the diesel fuel tank, compressed air container, battery box, exhaust cleaner plant, spare tire and a protective cage on both sides. The walkway behind the cabin has a printed-on anti-skid surface and the trailer coupling is rigid.

Driving wheels of the tractor lorry have been used on the plainly mo-

deled trailer. An underrun bar, a spare wheel and mud flaps are details.

The very well-made container even sports openable doors. The finely engraved model has matt paint augmented with black door rubbers and silver locking bars. The printed-on Maersk logo and all the other

At a glance

- + Choice of model
- + Price
- Rather plain

written material on it are very cleanly and sharply applied.

In conclusion, it can be said that while the model is rather plainly made in many areas it is very attractive from the point of view of price. It would also make a great starting point for conversions.

Conrad's four-axle lorry from new molds

MAN TGS 32.510 8x4

by Daniel Wietlisbach

The same motors for the TGX are available for the three models of the TGS which range from 9.0 to 15.2 litre displacement in nine performance tiers from 330 to 640 hp. The TGS is available with up to four axles and as a construction vehicle with all-wheel drive, or with Hydrodrive for the front axle. The cabin with its width of 2.24 m is a bit narrower than on that of the TGX and is available in different lengths and heights of up to 1.93 m.

The four-axle dumper shown at the presentation of new MAN vehicles was painted in the attractive Metallic Charcoal-Grey Look. It was equipped with a Meiller D428three-way dumper. The installed Bordmatik allows opening of the left side wall from the cabin using two hydraulic cylinders which improves the comfort of the driver. Thanks to the hydraulic cylinders, the side wall can also

Having introduced the new TGX earlier in issue 3-2020, now we must remember the TGS. Contributed by Conrad, the model has been made from completely new molds ...

be opened only 90° to work as a duck tail which protects the chassis hardware.

The model from Conrad

The scale model of the four-axle TGS dumper was introduced at the same time as the original. Except for the wheels, it is a completely new construction. It is very nice to see that as well as the cabin, Conrad created a completely new and very attractive chassis and dumping bin. The lorry comes in the well-known, space-saving, extruded foam packaging. Both the rear-view mirror and antennae are included, to be mounted by the buyer.

Made mainly from metal, the model is pleasantly heavy. The

chassis has been modeled pierced. Under the cabin, the oil sump and gears are hinted at. It was necessary to model the propulsion shaft between the two rear axles because at the front, the second axle is in the way and in the middle, the dumping cylinder projects downwards. Although the front axles are steerable they are not connected to each other. The oscillating rear axles cope wonderfully with uneven terrain. The rear mudguards with checker plate surfaces suit the construction vehicle very well. The underrun bar at the rear flips up revealing the draw bar coupling.

The model was made with the 2.24 m wide, 1.88 m long NN-Cabin which with its 1.65 m has a comfortable height. Form and

proportions are well replicated and the driver's cabin looks great. The visual differences with the predecessor are not as distinctive as with the TGX where even from a distance, the three cross beams in the lower radiator shutters are very noticeable. Logo and lettering on the radiator grille are raised and chromed. Additionally, the glassed-in front lights with reflectors look very nice. All three of the steps up to the driver's cabin are separately applied which also goes for the sun visor and window wipers.

The glass in the cabin is mounted very flush and the black interior is appropriately detailed. The rear of the cabin too is very nicely engraved and shows the hinted-at engine in addition to the breather pipe.

The structure of the dumper is prototypically replicated on a se-

parate frame which is bolted rigidly to the chassis. Naturally, the dumping bin is fully functional and dumps on all three sides. On the left side, the two hydraulic cylinders for the Bordmatik are hinted at but they do not hold the bin in the 90° position. The engraving on all parts is extremely exact and true to the original. Especially nice and finely made is the four-step metal dumping cylinder.

The painting of the MAN TGS is very cleanly done and the sharp and crisp lettering covers well.

At a glance

- + Metal content
- + Functionality
- + Shape design



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Tractor from WSI in 1:50

Terberg F1850

by Daniel Wietlisbach

In 1869 Johannes Terberg founded a smithy in the Dutch town of Benschop near Utrecht, which his son Willem took over in 1913. Willem expanded the offerings of the firm by offering bicycles, agricultural implements, and household machinery. The Terberg Brothers were successful and became Ford dealers at the beginning of the 30s. The company developed into a garage and after the Second World War made a name for itself by converting three-axle GMCs left behind by the US Army. These dumpers sold like hot cakes in this time of re-constitution but were often overloaded by their owners. In consequence, Terberg increasingly gave these old trucks stronger chassis and loadable axles and their name became synonymous with especially robust vehicles.

In the 50s, the conversion department for trucks was moved to the Terberg Technik Company. This section of the Terberg Group still modifies lorries for hard use today. They use readily available components, preferably from Volvo, like motors, gearing and cabins, as they have since 1974.

Van Seumeren ordered the F1850 8x4 at the same time as a further tractor from Terberg, this time with five-axles, for transporting the parts of the then new large Demag PC CC 4200 crane. The heavy-duty tractor

With the Terberg F1850 8x4 ‘van Seumeren’, WSI has made another historic tractor from Mammoet ...

was delivered for the company’s 25th anniversary celebration. The paint job was not completely finished but the company really wanted to show it off; afterwards they numbered it 273. The Volvo engine of the tractor lorry produces 357 kW and the easy-to-disassemble ballast bridge weight is 20 tons. Because the second axle was liftable, the F1850 could also be employed for regular use.

As a worldwide company, Van Seumeren used the F1850 not only in Europe but in countries like Argentina, British Guyana, Suriname and others. After the tractor was removed from the company’s fleet it was sold to ‘Yew Choon’ in Singapore.

Model from WSI

The Mammoet Shop even makes sure to regularly make vehicles from its predecessor companies. Because of the low sales numbers expected of these, they are often made completely or partially from resin castings.

The F1850 arrives screwed down in a plastic box. Ballast bridge and

supports are packaged separately. A certificate with serial number is also included; a total of 500 pieces were produced. WSI was able to use the cabin of its Volvo F16 (see issue 2-2017) thus it is made of metal while the chassis and component tower are made of resin. Because of stability issues, no pierced frames are possible which explains the rather plainly made chassis. The wheels taken from the standard program are very nicely replicated. The two front axles have the metal steering linkage from WSI. The heavy-duty front bumper is made from resin as are the mudguards which have fine thread plate detail. On the component tower, which should be a bit higher, are two working spotlights with real glass lenses as well as the exhaust with a heat protection grille made from etched nickel silver. The ballast bridge simply plugs in. On both sides the drawbars are glued in place and there are square openings to attach the supports. The black lines represent the rubber bands of the tarpaulin.

All details on the cabin are true to the original including the very finely etched logos on the cooler grille.

Taxi crane by Conrad

Grove GMK4100L-1

by Carsten Bengs

Functionality and details are very well balanced. As usual, Conrad's robust model with many nice details is pleasing to look at. Support base and height are both to scale. Although there is no instruction leaflet included with the model one is not really necessary.

The lower carriage is very convincingly modeled with a realistic-looking drive train. Beneath the model, drive shafts run to all wheels. Typical for all Grove cranes of the GMK series it has the 'Megatrak' single wheel suspension system previously developed by Krupp. Conrad has replicated this very well although the choice of material used is plastic. All axles are accurately made, are sprung and roll freely. The ballast intake is at the rear because with 5.7 t of ballast, the GMK4100L-1 can also be driven as a taxi crane. The remaining counterweights are transported on a trailer. Even with only 5.7 t of ballast, the carrying capacities are impressive.

On the lower carriage, the anti-skid surfaces on the ladders are hinted as are the air filter, the engine room behind the cabin and the radiator shutters. The GMK 4100L-1 is a single engine crane; on the original, a 320 kW Mercedes diesel engine ensures enough power. To the right of the little steps on the driver's cabin is a very legibly

With the GMK4100L-1, Conrad continues its successful series of all-terrain cranes from Grove. The model of the 100-ton crane appeared for the first time in a special edition at the 2019 Bauma ...

printed warning decal. Three mirrors have to be attached. The cabin has window wipers. It is not possible to clip on the crane hook during driving.

The manner in which the outrigger's arms are adjusted with internal threads is a good solution and is very nicely done. A space-saving solution is to have the support plates at the legs remain on the crane during transport, stowed way in the sides. All supports are very stable and allow the model to stand safely.

The upper carriage of the crane turns very smoothly. A casted white metal safety rail behind the cabin shines in the typical Grove yellow. Additionally, some small steps located there. The driver's cabin tilts. The small white metal step below the cabin slides outwards for use and during transport slides in under the cabin thus saving space. Window wipers and lamps round out the details and the great-looking interior is convincingly modeled.

The counter-balance weight weighing up to a maximum of 26.2 t is

attached at the rear of the upper carriage. On the model it is possible to imitate all kinds of balance situations, from 0.8 t to 26.2 t. The ballast segments have lifting eyelets. Small warning beacons clip in beside the winch. The Grove logo can be made out on the top 0.8 t ballast plate behind the winch.

The telescoping boom extends to a maximum of 1.23 m height at the top sheave, 60 m on the prototype. While the six telescoping segments can be safely locked at the maximum lifting height, also on this model, Conrad has only modeled only the 100% maximum locking position. The rope protection device on the base of the boom is replicated.

The GMK4100L-1 model includes a boom extension with which the model even reaches 1.59 m at the top sheave. The tip telescopes out and is attached on the side of the boom; it has stepless adjustment. The hose reel on the side is very nicely done. On the prototype, the necessary hydraulic line would have been rolled out when operating with the tip. The cylin-

der controlling the boom is also modeled very nicely; it has a nut which allows smooth and safe adjustment.

The model comes with a three-sheave hook block in the typical Grove shape. All individually-made sheaves on the double hook and hook block turn very easily and even when rigged with quadruple sheared rope, the hook descends wonderfully smoothly.

Also very exciting on this model is the detailed lettering given it by Conrad. Type designation, Grove and Manitowoc logo on the upper

carriage are all very convincingly done. There are warning decals on the whole model and even the type designation plate on the upper carriage cabin.

With the model of the GMK 4100L-1, Conrad has given us a super replica of this Taxi Crane. Details and functionality are convincingly modeled and all in the typical massive weight we are used to from Kalchreuth.

At a glance

- + Metal content
- + Functionality
- Only one step in the locking positions of the boom



Wheeled loader from Wiking in 1:32

Liebherr L 556 Xpower

by Daniel Wietlisbach

The Liebherr L 556 Xpower of Generation 6 has a working weight of 18.4 tons, a dumping weight of 13.7 t and standard bucket with of 3.6 m³ volume. The built-in four-cylinder engine of the D944 A7 type produces 165 kW (224 hp) and complies with the current exhaust protocol rules of Tier V.

The model from Wiking

After it became known that Claas gets its machines for its farm yard loaders from Liebherr and sells them painted in its own colours, it was generally expected that the model producer would pick up on that and produce these colour variants. To this end, it allows for

When Wiking announced the Claas Torion 1812, one could count on it that the Liebherr L 556 Xpower would follow soon. The first construction machine from Lüdenscheid in 1:32 is a good match for the Nootboom ASDV-40-22 trailer from AT Collections ...

existing molds to be used for new models. But it is not that straight forward because there are some real differences between wheeled loaders for the farm yard and those for construction sites. As well as the tires, the lifting frame has to be adapted to the specific use. On models, there is a large difference with regard to scale. Usually, construction machines are made in 1:50 and agricultural models in 1:32,

however, a few years ago, some manufactures like AT Collections and Marge Models got involved and started producing construction machines and utility vehicles. As an example, the new L 556 Xpower from Wiking is a good match for the Nootboom low-deck trailer from AT.

The model has an impressive appearance and is nice and heavy even though the metal content

is concentrated in the main components. It was correctly made to scale and produced with very many details. Unfortunately, these positive impressions are overshadowed by the wrong tone of grey colour chosen. It is almost black and far removed from the original. Perhaps it was taken over directly from the Claas-Model, but even there it is too dark.

The exactly engraved wheels have the matching rubber tires. The rear axle oscillates but the drive train is not modeled. The rear wagon detailing is surprising with an almost completely replicated engine room. On top of that, both the engine hood and the two side covers open upwards thanks to the replication of the original parallelogram kinematics. The extremely fine fan guards are printed on to transparent parts, an outstanding modeling solution which is truly recommendable to others!

The cabin has been well replicated and the flush-fitting glass for it has the sharply outlined rubber

seals printed on. Window wipers, rear view mirror and handholds are made from plastic. The work spotlights and a beacon can be attached by the collector. The bi-colour interior furnishings are exactly and correctly made. Even the logos on the back of the headrests and the steering wheel have been added but, unfortunately, they are the ones for Claas!

At the articulated joint, the maker has only modeled the hydraulic cylinders and the degree of turning barely matches the original. The metal frame of the front wagon is finely made. The equipment given to the loader is made up of the 2.6 m industrial lifting tower with a quick coupler as well as a bucket and a palette fork which equip the machine well for working on load transfer sites. The hydraulic cylinders are nicely detailed. There are even hook-ups for the missing hydraulic lines. Both of the tool attachments are made from plastic but clipping on to the quick coupler takes some courage. Apart from

the grey tone mentioned above, the paint has been applied very well and the lettering been copied down to the smallest details.

Nooteboom ASDV-40-22 from AT Collections

Shown in the last issue in the in-house red colour, the low-deck trailer is now available in a subdued grey which was probably borrowed from the Atlas Excavator which is soon to appear. The model has outstanding detailing, a high metal content and very good functionality. The side extension boards with the prototype's wood grain are precision made and easily fitted. The pierced, moveable tie-down eyelets are unique, for now. Here the manufacturer is using the attributes of the larger scale to its advantage! Painting and lettering are first class and we only can hope that we will not have to wait too long for a matching lorry to appear.




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

by Remo Stoll

This is probably the last remaining front hood example of this maker in Switzerland. For a while, these lorries were imported from the United States. Because of the favourable purchase price and low dead weight, they were a real alternative to the lorries then made by European manufacturers. Sadly, the example shown is now only used internally.

Recognize the lorry? Please send us the exact name and type designations. The contest deadline is the 15th of October, 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 Liebherr PR 736 G8 crawler tractor from NZG, a Sennebogen 355E tele handler from Conrad and an Ammann ART 280 hydrostatic rubber roller from USK. 



Solution from Trucks & Construction 4-2020



The tracked excavator in question is an O&K RH6 and the winners are: Marc Maly from

Hamburg who won the Kobelco SK140SRL-5 short tail excavator, Dietmar Reichelt from Berlin who won the Volvo ECD200D from Motorart, and Friedrich Ströbele from Konstanz who won the MAN TGS LX Euro 6 8x4 Carnbehl half pipe dumper from Conrad. Congratulations to all the winners!

Spedition Friderici, part III

Blocked transports and a new start

by Erich Urweider

At the end of 1977, TU contacted their partner Friderici. 12 large components for a thermal power plant, with a total weight of over 100 t were to be transported to Tabriz in Iran. Since the equipment available to them was not compatible with the rules of the receiving country, a new self-propelled modular trailer with 12 axles was ordered from Nicolas. A new Kenworth K100 6x4, supported by a Henschel F-261 6x6 with an Allison automatic and Turbo built in the company shop was the power for the transport. After arriving in Trieste harbour everything was shipped by ferry to Mersin in Southern Turkey because the sea route was less unpredictable than going over land. Taking the land route would have meant driving through five nations and crossing four borders which would have resulted in a variety of official and unofficial payments for the load that was added in Italy.

To clear customs in Mersin took 'only' three days. Afterwards, the transport drove to Kayseri where the convoy met for dinner with other Friderici drivers. The next morning it was discovered that some of the 12 trailer axles had sunk into the soft gravel overnight. While trying to push it backwards they flipped

Friderici was an important partner in the Transport Union (TU) in the Near East traffic. With the take-over of Sauvin-Schmidt and a new building project, the company started to stumble ...

over and the brake cylinders ripped off. A local tradesman was able to repair the breakdown and so the trip continued.

Before tackling the 2,465 m high Tahir pass, the drivers overnighted on the parking lot of the Bulgarian state hauling company. Along the way, the route was reconnoitered partially on foot because it showed many signs of wear and tear. Having arrived at Iranian customs, the transport convoy was allowed to pass the 7 km-long line-up at the border and drive directly into the customs yard. There the completion of the paper work took only four days. They were given permission to proceed but with instructions to report to police stations at least every 120 km and get the driver's log books stamped. The first check point was in Maku. Here the drivers were informed that they were missing a permit from the Iranian Transport ministry for such a large transport. And this permit was only available in person

from the Minister in Teheran. Paul Friderici traveled personally to Teheran to obtain the document so the transport could continue. However, he got the run around and was sent from office to office. Knowing the officials, the Iranian competition and tried was trying to get rid of a unwelcome foreign competitor.

Thanks to the persistence of Paul Friderici, the Minister heard about the story and, after a few meetings, took pity on the marooned transport. After exchanging the driving team, and being delayed for almost three months, the transport was permitted to drive on to the next check point. Upon arrival it was found that only the chief officer was allowed to sign the paper work.

Friderici finally found him in a market town about 200 km away where he was able to get the signatures. After that, several bridges had to be bypassed by fording. According to the local builder, the especially constructed ramps for this purpo-

se were supposed to last 100 years but after the three-month delay, they had already been washed away. Despite all these trials and tribulations, the transport finally reached Tabriz. After unloading and crossing the border back into Turkey, they found that the Iranian revolution was in full swing and trade with Europe was forbidden. Due to these experiences, the following eleven transports were undertaken by a different transport company.

Sinking of the Zenobia

In June of 1980, the BBC company (today ABB) contracted Friderici to transport machinery parts to Riad. Because of the war with Iran, the route across Iraq was impossible to use; the ferries from Koper (Slovenia) or Volos (Greece) were only alternatives available. Five loaded Friderici Lorries boarded the ferry in Koper.

During the trip the ferry began to list and approximately 1,500 m from Larnaca (Cyprus), the captain lowered the anchor and ordered all to abandon ship. On the 7th of June, the Zenobia sank with 106 trucks on board. Because the full third-party insurance had been canceled shortly before the trip, the insurance covered not even SFr. 10,000 for the damage. However, the damage was mostly covered by the savings of SFr. 400,000 which had been demanded as the premium.

Fire in Tolochenaz

On Friday afternoon the 29th of May 1981, a few of the employees were on a break when, all of sudden, thick black clouds appeared from

the tire storage area. The fire department rushed to the scene, but, to their surprise, the fire hydrant at the road was completely 'dry'. So, the water to fight the fire had to be pumped up from the nearby lake. During this time, vehicles were evacuated from the now burning hall #1.

The last one out was the Gottwald AK 150 lattice mast crane, driven out of the hall by André Friderici. Because of the heavy smoke, he could see only a few meters ahead of the cabin. Just after he had left the hall, the main door crashed to the ground behind him. Luckily, here too there was only property damage. On Saturday, the very next day, planning for Monday's program was already underway. Re-building of the hall took three years and the cause of the blaze was never completely determined.

Take-overs and expansion

In 1983, the Bank of the Canton of Vaud offered the transport company of Delmarco for sale. It specialized in silo transports. After completing due diligence, Friderici took over the company and its clients. Under the Delmarco logo, concrete and sugar were transported for a long time. The trips for Coca-Cola were also undertaken. Only a year later, the VTE (Vereinigte Transportfirmen Embrach) (Embrach United Transport Firms) were taken over. To rejuvenate the vehicle fleet for the acquired companies, 72 new vehicles were ordered from Mercedes with the old ones taken as trade-ins. To satisfy Vetropack in Bülach, their largest customer, 31 new trailers from Samro were also ordered. These trailers were 13.7 m long and with 10 cm more interior room it was pos-

sible to load an additional 34 pallets.

At the same time, the adjoining piece of property in Tolochenaz was purchased and a variety of new halls constructed. In 1990, the internationally active transport company of Sauvin-Schmidt became a candidate for a take-over. In the end, Welti-Furred offered more and was successful in its bid to take over the company. The balance sheets of Welti-Furrer were made public in 1994, and because of the financial straits the Welti-Furrer was in, Friderici was able to take over Sauvin-Schmidt after all. Also, in 1997, the crane business of the competitor Mabilia was acquired.

Crisis years

The company yard of Sauvin-Schmidt was situated in the vicinity of the new stadium of La Praille and all land around it was reserved for the re-building of the stadium. Even though Friderici would have liked to expand the location further, the land was sold to an industrial site developer. Friderici purchased a 38,000 m² piece of property with the right to build on it in Vernier. There, a new hall with 40,000 m² of storage space was built. After construction, part of the new hall remained empty and so was available for use as an event location for the millennium celebration.

Because of a large financial crisis in the banking sector of the canton Vaud all mortgages on all properties were cancelled unexpectedly which almost drove Friderici into complete ruin. Only by selling the General Cargo business, by giving up the Embrach location and by re-organizing the group of companies and then to concentrating on two

businesses, each independent of the other, was it possible for the company to survive.

Friderici Service took over the hall in Tolochenaz and was responsible for all internal maintenance work of the Friderici group. There was room enough to take on outside work for the shop, up to a 70% of capacity of other customers such as the Swiss Army. Additionally, Friderici Service became the Service provider for the French lorry builder Renault and for Kässbohrer which belonged to the Tirsan group of trailers as well as Omeps and others.

Friderici special

The department of special transports had actually been founded

just after the Second World War. At that time, the first transformers from the Oerlikon transformer factory were transported. Additionally, there were construction machines that always had to be moved from site to site.

However, the self-propelled modular 12-axle trailer that was purchased only for the bogged-down transport to Tabriz was another story. Because only one transport was made with it, the acquisition was thought to be a failure. But then, items requiring transport increased in size and thanks to the modular axle trailer, these bigger items could be hauled. Soon a side girder deck trailer was purchased which made it possible to transport very large transformers. And

so, all of a sudden, Friderici entered into the extremely large transports business. Even today, these transports require several months, sometimes even years, of advance planning. These, as well as the trips to the Near East and, of course, the Kenworth combinations, made the company famous and gave it a large fan base. This is also shown in the current very nice models released in a variety of scales.

Tom's truck log

by Tom Blase

“Faraday’s cage is broken. Back to the Volvo F16”

Tom, we need your vehicle for two weeks,” a sentence that really made my sunny disposition disappear behind a black cloud. Why? Because, no driver likes to give up ‘his’ permanently scheduled vehicle to another driver! But Klaus, my boss, was prepared for this special case and had an ace up his sleeve. “By the way, I have transferred the Volvo to you for the next two weeks.”

The Volvo, my Volvo F16, one of the last examples from this construction series which I had been driving for thirteen years. Upon returning it at the end of two weeks, a small world crashed for me. To swap 500 horse power for 310 ‘pony power’ hurt a lot. 1831 ‘Actrosses’ can rip out only small trees.

Long explanation-short meaning: I packed up my belongings from my vehicle in record time finishing just as the boss drove the Volvo into the yard. Classy, because it had been completely renovated a year before, it looked

just like the brand-new vehicle we once picked up from our friendly Volvo dealer.

Of course, economically it was nonsense because it was in pollutant class 0. The good piece could be hardly used anywhere, at least not profitably. But, that didn’t matter, for two weeks it was possible to absorb the losses and Klaus had now a very happy driver on the Erdal wagon and drag set (the one with the red frog).

Many readers may have already asked about Faraday’s cage. There was a total electrical system breakdown on the Actros of a colleague from Worms. The electrician we had in the shop at the time was completely puzzled because all electrical components were destroyed. After looking for hours for the fault, the Daimler was finally towed to the dealer’s shop. It was diagnosed in the German dialect of Mainz: “It looks almost as though the lorry

was hit by lightning. I have never seen something like it!”.

By chance, the blurted-out diagnosis was confirmed shortly afterwards. Initially, the insurer was very sceptical about paying out for the damage. One of its employees, tasked with checking every detail, connected with the Deutschen Wetterdienst (German metrological service), and found that on Sunday afternoon at 15:40 hrs (3:40 p.m.) a thunderstorm with lightning over the Nierstein/Rhein area hit a parking lot on the B 420 road. And what can be seen on the satellite picture at the place where the lightning bolt hit? Our Actros, what luck for us! The very extensive repairs were paid for by the insurance provider.

Oh, and by the way, every one of the electrical components on the attached trailer, which was at that point only two months old, were also destroyed.

When models were more than collector's objects

Cat 950, toy version

by Thomas Wilk

Put beside the Diecast model in its original yellow colour, which we introduced in detail in the 2-2020 issue, we see that the two Cat 950 models in different colours have been 'slimmed down' from a weight of 1000 g to about 720 g.

These two versions are real rarities and are not even to be found in Conrad's own famous museum in Kalchreuth.

The scale model of the Cat 950 with the yellow lifting gear might be the older of the two models. The front frame as well as the 325 mm rear wagon of the yellow model is identical to the yellow versions. The lifting gear is also made from metal castings; the special thing about it is the old, sprung lifting gear mechanism which can be arrested in three steps. The massive bottom plate with its oscillating axle, steering cylinders and air-suspended front axle missing on this model reduced the weight and the production costs. The tires were made as a hard-plastic wheel instead of a full rubber one and the metal rim caps were replaced with four soft plastic ones, included with the model.

Despite all these things, it is still an impressive, fully functional

In 1969, Gescha/Strenco, the traditional Nuremberg toy producer, got the nod to produce a model of the Caterpillar 950, a modern articulated wheeled loader ...

scale model with all the relevant functions; even the oscillation of 20 mm of the rear axle was included in a simpler form without too much effort.

The model with the black anodized lifting gear is thought to be the newer version of the two Conrad models. On this wheeled loader, the infinitely variable lifting cylinders are built in. The bucket can be lifted into every desired position making it much easier to copy any movement in the backyard sandbox. Some upgrading work was also done on the plastic 14.00 x 24 tires. They have the Continental logo on them, the depth of the tire profile is much better and they have matched flat, red plastic rims. Not quite as colourful as the previous model version, the loader was given a few other substantial details.

It has large round work spotlights with clear plastic lenses in case it got dark early and mum's call to dinner was ignored. On the left side is a lever to dump or load the bucket which is topped with

teeth. This detail was already on the great-granddaddy model of a wheeled loader, the 1961 Ertl Cat 944 Traxcavator.

All further measurements like wheelbase of 123 mm, gauge spacing of 84 mm and dumping height of 110 mm were taken from the yellow brothers. The finely engraved working spotlights and the brake lights on the radiator frame were given a touch of silver and red paint. Even the raised radiator cap was included and picked out in paint.

Both models were delivered in a cardboard box which was printed on all sides with an illustration of the machine and the article # 285. How many of these models were produced for the market? How long were they sold alongside the yellow Caterpillar models? Was it perhaps only after production had stopped in 1978? So far, neither of these questions has been answered.

One thing is certain: these two versions belong at the top of collectors' treasures.

A Scraper conversion in 1:50 part II

Cat 621K Water wagon

by Urs Peyer

Both brackets for the cylinders are from the 612K Scraper and are 8.5 mm from the front wall (29 mm from the ground when the tank at the front is on the ground and stands on its tires at the rear). The distance for the two brackets is found by measuring the distance between the lifting cylinders. A 1 mm thick plate is added to support the cross beam.

When the tank sits on the ground, the edges are protected with a 36 mm wide bar. This edge protection bar is 3.2 mm thick on the outside, 10 mm deep at the bottom and 3.2 mm high at the front wall. It has a 45° edge. Additionally, two wear strips (0.75 x 6.3 mm) were added to the bottom (picture 10). The suspension of the tank is 36 mm away from the front edge and 12 mm when measured from the bottom edge (see picture 8 of the previous issue). These measurements have to be checked before they are temporarily connected and before drilling the (ø 1.6 mm) holes. The reinforcement of the tank mantle is 0.5 mm at this location (picture 8).

The two lifting cylinders from the scraper model move in one direction only but on the original they move in two directions; therefore, everything must be completely newly built. The in-between piece is soldered together from four brass

Following the building and detailing of the tank in our last issue, we now have the construction of the remaining parts. Those who know scrapers know that a lot of work awaits them ...

parts. Their outside measurements are 7.5 x 7.5 mm and the wall thickness is 1.0 mm. The four holes drilled here have an ø of 1.6 mm. The lifting cylinder is 30.0 mm long with an outside diameter of 4.0 mm and 5.0 mm at the reinforcements (pictures 11 and 12) the piston rod is from the scrap box.

The two ABS steering cylinders are also new; they have a length of 33 mm and diameter of 3.2 mm. The original piston rods can be used here (pictures 13 and 14).

The opening for the hydraulic cylinder in the apron is closed with a 1.0 mm ABS sheet stock sheet cut to size (pictures 13 and 14). On the very front piece of the goose neck a new mounting plate for the two black oil filters is made from 0.5 mm aluminum sheet stock (picture 14).

Accessories

The 10 mm-wide ladder was constructed from 0.8 x 0.8 mm brass profile for the uprights and 0.8 mm welding rod (picture 15). The three railings are also made from ø0.8 mm

(picture 15). The filler hatch with sieve is from a ø 18 mm brass tube. To get better depth perception, a 15 mm deep hole is drilled into the tank with a 20 mm drill bit then the brass tube is glued in, leaving 2.5 mm sticking out of the tank (picture 15).

A model-building friend turned the sprayer heads from aluminum. Their total length is 6 mm (3.0 + 3.0), the diameter 5.0 and 2.0 mm and the drilled opening for the hose hook up is ø 2.0 mm.

The spraying beam is made from ø 2.0 mm ABS rod and is secured from below with an M1 screw (pictures 16 and 17). The sprayer heads are attached. The two front spray heads on each side are attached to a 2.0 mm brass rod that has been bent 90° (picture 15).

Sitting at the front wall, the black box with measurements of 12.0 x 12.0 x 3.0 mm (picture 7) is the control box for the sprayer's nozzles. Also black, the cable duct for the pump's hydraulics and the steering of nozzles is made from a 6.3 x 2.0 mm profile and is attached with four 1.0 mm bolts (pictures 7 and 15).

Hydraulics

Anyone who has seen a real Scra- per knows how complicated the cable run is at the goose neck. The

goal was to attach as many hoses as possible but not necessarily all of them. A little bit of ‘trickery’ is called for on the guide cylinders.

Using a 0.5 mm electric hook-up

cable, the cylinder is hooked up at the front and the back and then is run over three brackets around the goose neck and hooked up to the second cylinder (picture 18).

One mm electric hook-up cables are attached top and bottom and run over a bracket to the valve at the cross tube (picture 18). Two hoses run from the valve over three brackets to the goose neck then disappear beside the cabin.

At the pump motor, three 1.0 mm hoses run at the very back from the cable conduit through the mudguard covers (picture 9). At the front end of the cable conduit, two hoses run up and into the existing valve on the cross tube. The third one goes down and runs below into the black control box. They go from the valve over two brackets to the front of the goose neck where they end (pictures 18 and 1).

At the oil filter cartridges, a \varnothing 1.0 mm hose runs downwards and ends at the chassis (picture 1).

List of materials used

All white parts are made from ABS material with the following measurements

Sheet stock	0.5, 1.0, 1.5 und 3.0 mm
Square profiles	0.75 x 6.3, 2.0 x 6.3, 1.0 x 3.2, 4.0 x 3.2, 3.2 x 5.5, 3.0 x 3.0 mm Triangular profile 3.2 mm
Rods	\varnothing 3.2, \varnothing 4.0 and \varnothing 5.0 mm
Welding wire	\varnothing 0.8 mm
Aluminum sheet stock	0.5 mm
Aluminium-rod	\varnothing 5.0 mm
Brass sheet stock	1.0 mm
Brass profile	0.8 x 0.8 mm
Brass rod	2.0 mm
Brass tube	\varnothing 18.0 mm, thin wall
Etched part	fine perforated grid
Stranded cable	\varnothing 0.5 and \varnothing 1.0 mm
Screws and nuts	\varnothing 1.0 und \varnothing 1.6 mm

Trucking all over the world

by Richard Kienberger, published by Motorbuch Verlag, 192 pages, 300 pictures, format 27 x 24 cm, hardcover, ISBN 978-3-613-04325-1

Traveling during these times is difficult to nigh on impossible which is why 'Trucking all over the world' arrived just at the right time. Why not travel the globe with your mind's eye? Be it Barbados, Columbia, Norway or the USA. The reports that Kienberger brings back lets us feast nostalgically or brings us to the realization of how well we are off here with our Jobs. Almost all interests are covered, be they specialized transports in Iran or salt transports in the Andes, pre-historic looking lorries, that almost fall apart or highly polished, shiny American trucks. A few of the articles were previously published in the 'Fernfahrer' magazine, however, the majority are new. (eu)

2021 Calendar

by Erich Urweider, self-published, 14 pages each on 300 g / m² weight paper, format A3 landscape, 42 x 30 cm, available from: urweider.com, Tel +41 (0)62 897 17 19

The calendars from Erich Urweider, a lorry and heavy-duty transport photographer and author, are in great demand as wall décor in many hobby rooms. Again for 2021, the brilliantly printed pages are chosen from the best pictures taken during the past year. The author regularly accompanies many heavy-duty transports and, with his restored Volvo N10, he is always a very welcome guest at Old-timer meets and organized drives. In addition to the interesting transports/lorries and the technical quality, the carefully selected locations for the pictures deserves special mention. (dw)

Unimog – from the Boehringer to the Unimog S

by Wolfgang Westerwelle, published by Motorbuch Verlag, 96 pages, 120 pictures, format 23 x 24.5 cm, hardcover, ISBN 978-3-613-04289-6

In this book, Wolfgang Westerwelle has looked at Unimog history from the beginning of production until the model S which was destined for the army. Set up in the style of an historic photo album, most of the pictures are from Mercedes-Benz Classic, the historic photo archive from Mercedes. In addition to the history which began in 1945 with the metal construction company of 'Erhard & Söhne' (Erhard & sons) and continued over Böhringer in Göppingen to the Mercedes-Benz factory in Gaggenau, a variety of special construction

variants are shown. For example, the articulated lorry variations and the crane models marketed by Donges as Unikran-SU are mentioned. Besides agricultural use, where the Unimog made themselves a name as the slowest and as well as the fastest tractors, many other uses are shown. Not only an off-road master, there were few challenges that the Unimog was unable to meet. (eu)

Construction of an apartment block

Cranes

by Wilfried Schreiber

Let us look at the diorama from left to right. To the left we see a Liebherr 8A Luffing jib crane. Beginning at the end of the 50s this crane with its 13 m reach and a maximum load carrying capacity of 1,250 kg quickly became the highest-selling crane at Liebherr.

It could be towed as a trailer on its four-wheel chassis and steerable Steerable transportation wheel on the tower. Removal of the wheels enabled it to run on rail tracks. The ballasting for it, and for all cranes shown here, was done with gravel in the purpose-built ballast boxes.

Another construction cranes we see are as Peschke TK 9 and a Hilgers BDK 16 both with the so-called Luffing jib. This kind of technology for booms was in use since the beginning of the 20th century and used by almost all major crane producers.

These cranes did not telescope but could be moved about on rails so that the dead angle when setting the crane boom could be avoided and all workspaces reached despite its relatively short boom and small carrying capacity. They were mainly transported by bolting the tower to a swiveling base mounted on a truck deck and mounting a rigid axle beneath the lower chassis. They were steered manually by operating a crank on the slewing motor.

Today we are on a high-rise construction site in the 60s where many cranes can be seen. Cranes often set the scene on construction sites at that time in Germany and in bordering states ...

The Peschke Company, situated in Zweibrücken (Germany), was founded in 1884 by Carl Peschke to produce construction machinery and tools and made its first cranes in 1913. By the beginning of the 20s, these cranes already had three electric motors., Peschke even built top slewing crane universal cranes, branded UTK cranes, at the end of the 60s. The company name at that time was Pekazett. At the end of the 90s it changed again to 'KSD' and under that name, today produces some interesting self erecting crane.

The crane at the back of the building is a Liebherr 25 A 30 with a telescoping tower from the 60s. It has a reach of 24 m and lifting capacity of 3,700 kg. The next, grey-green luffing jib crane is a Hilgers BDK 16 crane which was developed in co-operation with the Vögele AG of Mannheim as a so-called light weight crane. With a boom extension of 16 m it could reach a lifting capacity of 850 kg to the maximum 2,000 kg. Hilgers was founded in 1867 by Jacob Hilgers in Rheinbrohl (Germany) and

was originally active in steel construction and dockyard activities. Unfortunately, Hilgers stopped producing its cranes in the 70s. Afterwards, Vögele concentrated on making surface compactors.

Further to the right, behind the second block of apartments, we can see another Liebherr Luffing jib crane. The 16 A 20 is the smaller brother of the 25 A 30. With its reach of 22 m, it can lift 650 kg and it has a maximum lifting capacity of 1,280 kg. For the construction of the second block of apartments, a smaller Reich crane TYP 12 /450 was used on tracks, like all other Luffing jib cranes. It could still lift 450 kg with a 12 m boom.

To the extreme right of the picture we see a Liebherr crane which at that time, during the heydays of Luffing jib cranes, was a more of a rarity. With its maximum extension of 16 m and 650 kg lifting capacity: its total lifting capacity was 1,000 kg; the outrigger arm was erected to its working position by a geared hand winch. This crane belonged to the first generation of the bottom slewing crane from Liebherr and

was used either stationary or mounted on tracks. The cranes with telescoping towers could work at two heights: in retracted or extended positions.

To produce concrete on site which until the 60s was common on every construction site, an enclosed U 500 Reich mixer was used. Furthermore, between the Peschke and the Hilgers crane, a mixer from the construction machine maker Kaiser from the German town of St. Ingbert a.d. Saar (founded in 1910) is installed. Both have rear feeders and are combined with concrete silos. During a later construction phase, it was decided to change and use pre-cast concrete wall segments.

Those and others were brought to the site with a Faun truck and trailer with a rack for the wall segments which were lifted into place with a Kaiser TK 40-54 crane in a heavy-duty version with a two line hook and shortened boom.

Before construction at this site, the excavations were made by a cable-controlled excavator MF and a hydraulic excavator MH5 from O&K. The MH5 was one of the first generations of hydraulic excavators from O&K.

Models

The crane models Liebherr 8 A, 25 A 30 and 10 K, as well as the

Peschke TK 9, the Vögele-Hilgers BDK 16 and the Kaiser concrete mixer are from the plastic workshop of Lothar Unfried in co-operation with the author. The Liebherr 16 A 20 is a plastic model from Ralph Bömichen. The O&K cable excavator is the brass solder work of Peter Veicht and the MH5 in the background is a Strenco-Modell. The Faun pre-cast transporter is a conversion done by Rainer Markgraf using a Faun lorry from NZG as a starting point. The diorama and the Reich U 500 concrete mixer are mostly the work of the author.

New on the market

Replicars 1:50

The two new excavator models introduced at the Conexpo were actually the existing ones from Sumitomo but in a new paint scheme. This is true for the current machines of this traditional American manufacturer which longer builds its own excavators, instead betting on Japanese products in its own livery. As we are used to from Replicars, both models are especially nicely detailed and give good value with their high metal content. This begins with the nicely replicated, finely engraved under carriages with metal tracks. Of course, the blade on 145X4 short swing excavator functions. Both upper carriages are also exactly engraved and show

very fine air intake grilles integrated into the metal castings. All safety railings are solid metal as are the rear-view mirror brackets. Separately attached details further enhance the models and the smaller one even has an exact, multi-coloured replica of the engine. The metal cabins with their detailed, multi-coloured interiors are nicely made. The flush-fitting windows have rubbers. The cabin of the larger 490X4 has fine rockfall protection grilles on top and at the front. Equipment is up to date with the current state of model production technology. The free-standing hydraulic lines from the upper carriages up to the single cylinders are modeled in several parts. At the joint from the boom to the

stick they are prototypically protected by a wire spiral and even the silver hook-ups are correctly made. The fittings on the cylinder heads have been modeled. The paint job is faultless and lettering is sharp, legible and covers well.

First Gear 1:50

Of the two expected Komatsu bulldozer models, the smaller D71PXi has now been released. We will take a closer look at the model in the next issue.

Diecast Masters RC 1:24

Four radio-controlled models, the D7E, 336 Excavator, 950M

wheeled loader and the 745 Dumper have been delivered to dealers. Even though RC models do not fall within in our scope of interest, they are nevertheless worthy of mention

because many collectors dream of sitting themselves behind the joy sticks and controlling such machines, even ones in a smaller scale. The plastic models have many

functions such as light and sound and may be used outside in loose, dry material such as sand. For every model there is a short informative video available on YouTube.

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
Scania S730 «Mosolf»	1:18	NZG	Dealers	www.nzg.de
Detailing set for Scania S730	1:18	NZG	Dealers	www.nzg.de
Caterpillar 651E and 657E	1:48	CCM	Dealers	www.ccmmodels.com
Liebherr R 960 «Zöchling»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LRT 1100-2.1 «Aguilar»	1:50	Conrad	Dealers	www.conrad-modelle.de
Sandvik Pantera DP1500 update	1:50	Conrad	Dealers	www.conrad-modelle.de
Claas Scorpion 756	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX GX 4x2 yellow	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS L «Thömmes»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS M / lowloader blue	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 938 V «Kassecker»	1:50	Conrad	Exclusive	www.baggermodelle.com
MAN TGS 6x4	1:50	Conrad	Exclusive	www.msw-modelle.de
MAN TGX XL 4x2 «Schuttermair»	1:50	Herpa / Conrad	Dealers	www.herpa.de
MB LAK 2624 6x4 «Schuttermair»	1:50	Herpa / Conrad	Dealers	www.herpa.de
Doppstadt SM 620 Plus and Inventhor Type 9	1:50	China	Dealers	www.doppshop.de
Demag AC 250-5 «Dufour»	1:50	IMC	Dealers	www.imcmodels.eu
Demag AC 45 City «Wasel»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros SLT 8x4 «Max Goll»	1:50	IMC	Dealers	www.imcmodels.eu
MB Arocs SLT 8x4 / 2+6 modules «Rawcliffe»	1:50	IMC	Dealers	www.imcmodels.eu
Liebherr LR1300 «Havator»	1:50	NZG	Dealers	www.nzg.de
XCMG XCA220 yellow and blue/yellow	1:50	NZG Vertrieb	Dealers	www.nzg.de
MB torpedo round nose / lowlader / Kramer 411 «HKL» set	1:50	Siku	Exclusive	www.hkl-baushop.de
Scania R650 8x4 «Renax Stängsel»	1:50	Tekno	Dealers	www.tekno.nl
Scania R730 6x4 «Solbjorg»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 8x4 «Flemming Paulsen»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x2 / semi lowloader «Jan Mues»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 8x4 blue	1:50	Tekno	Dealers	www.tekno.nl
Mack F700 6x4 SLZ «Chris Miller»	1:50	Tekno	Dealers	www.tekno.nl
Astra HD9 88.50 8x8 marmor transport	1:50	Trilex Modelli	Dealers	www.giftmodels.it
Liebherr LTM 1750-9.1 with new Y-system	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1090-4.2 «Baldwins»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R580 8x2 / crane «Erling Andersen»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R650 8x4 «Jan Hansen»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 6x2 / semi lowloader «Damstegt»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 6x4 / semi lowloader «Team Bergstrom»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 8x4 «Mark & Transport»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 6x4 / semi lowloader «Westdijk»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 6x2 / semi lowloader «Frank Ooms»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 4x2 / stone trailer «PWT Cargo»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo F16 4x2 / stone trailer «Huskens»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 8x4 / Fassi 1100 «Torben Ramsdal»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 8x4 wrecker «Falkom»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Arocs SLT 8x6 / lowloader 2+4 «Zürcher»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros SLT 8x4 / lowloader «KTF Harlingen»	1:50	WSI	Dealers	www.wsi-collectors.com
MAN TGX XLX 4x2 «Universal Transport»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF XF 6x2 / semi lowloader «Beekman»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF 3300 6x4 / stone trailer «Hendriks Lobith»	1:50	WSI	Dealers	www.wsi-collectors.com
MAN TGX XXL 8x6 «Baumann»	1:50	WSI	Exclusive	fmb-shop.de

AT Collection 1:32

With the Atlas 160W, the Dutchmen deliver their second excavator in the large scale of 1:32. Matching it, the Steel wrist X20 S60 quick coupler has been made available. We will look take a more detailed look at both in the next issue.

Isuzu Giga from WSI in 1:50

Even as we were working on the story about the Isuzu EXR (see pa-

ges 24/25), WSI surprised us with the announcement of the current Isuzu Giga 4x2 with standard cabin model, a project of their Chinese partner Wan Ho. The first models will arrive before the end of the year.

GMTS 1:50

The Man short hood forward is a typical lorry of the 60s and, because of its robustness, continued to be built during the 70s. The

most powerful engine, capable of 230 hp, was used during the last years of production in the models from 1967 to 1971. These are now produced in resin by GMTS as 13.230 (4x4) and 19.230 (6x6) as dumpers. The cabin looks great and is decorated with the required accessories and shiny chrome details. The hefty look is underlined with the type of tires used on construction sites. Both limited issue models are available in several colours.

Our partner page

Translation of page 55

3500 m³ of limestone excavated

We used our diamond wire saw to cut safety trenches into a rock excavation on a construction site in the Principality of Liechtenstein so that the blasting company was able to blast up to 5 meters from an adjoining property

without risk. Overall, 200 m² of surfaces had to be cut. The partial sections all had a size of between 40 to 50 m². The greatest difficulty was drilling the holes for through which to thread the diamond wire.

We drilled 15 m horizontally and 4 m vertically. The two drilled holes met in the rock at a 90° angle so that a continuous channel was created. With a cutting performance of about 10 m² we were able to complete the challenge in four days.

Track renewal on the weekend

Shortly after 8 a.m., the Eberhard Unternehmungen with a large contingent of construction equipment arrived on site at the Uni-Spital (University Hospital) in the middle of Zurich. Three 100-ton excavators with track planers were used to remove 313 m of double track and track bed at the junction between Tannen and Universitätsstrasse.

Three 50-ton excavators crushed the concrete base and five 30-ton excavators were employed to load the approximately 1,000 m³ of rubble. Subsequently, two bulldozers leveled out a new base made from 640 t of recycling gravel.

The total effort for the track removal was a logistical masterpiece. Around 164 qualified trades peop-

le, 28 construction machines with a total weight of 740 t and 34 trucks were used during the rail renewal. In order for the first street car to run as scheduled on Monday, the Keller-Frei AG, sub-contracted by Eberhard, installed the new track bed followed directly behind by the VBZ-Team with the new rails.

News in brief

30 new Iveco S-Way NPs

The Heinrich Gustke GmbH from Rostock, Germany, has ordered 30 new S-Way NP articulated lorries fueled by LNG (Liquefied Natural Gas) from Iveco. With this investment, the logistics company hopes to save fuel and running costs.

The 460 hp strong articulated lorries already count for a quarter of Gustke's hauling fleet comprised of 120 pulling and about 150 pulled units which handle around 210,000 shipments totaling 400,000 tons annually. When compared to conventionally powered ones, these LNG-powered lorries are more expensive but they have their benefits. The state is giving a subsidy of 12,000 Euros until the end of this year and, on top of that, will not charge a road toll until the end of 2023. Because the units are used in long-distance hauling and because LNG fueling stations are few and far between, the entrepreneur has equipped each of them with two 540-liter capacity LNG tanks attached at the chassis frame. Each tank holds around 390 kilograms of Liquefied Natural Gas allowing a maximum traveling distance of 1,600 kilometers. (pd/dw)

Epiroc MT65 Mine truck

In 2016, the Atlas Copco introduced the world's largest underground mining dumper, the MT65. For two years now the wheeled loaders and the dumper have been marketed for underground mining under the Epiroc brand name. The main focus of the current update of the MT65 is the 567 kW (760 hp) strong Cummins

QSK 19 engine which complies with Step V / Tier 4 Final Version of exhaust controls. The Ejector-Version of the bin (the 33.5 m³ of material are now pushed out, instead of dumping out) was also re-designed. The maximum loading capacity is around 65 t and, depending on the material weight, bins with capacities of between 27 and 40.4 m³ are available. (up)

Awards for Volvo Trucks

Volvo won in three reader's choice categories in a contest created by the EuroTransportMedia (ETM) publisher. The FL Electric got a prize in the category of 'Electric import lorries' while Volvo FM and FL reached the top in the import categories of 'Up to 18 tons' and 'Above 18 tons'. Over 8,000 readers of the trade journals *lastauto omnibus*, *trans aktuell* and *Fernfahrer* chose their favorites. This year, 235 vehicles, from delivery vans up to buses were available as choices. The election was held online and the winners got their certificates by mail. (dw)

Volvo EW200E MH

Based on the EW240E Material Handler (MH) introduced in 2018, Volvo Construction Equipment has released the smaller EW200E MH to the market. Especially developed for the refuse and recycling industry, the new material-handling excavator brings 22.7 t to the scale. The built-in Volvo engine which produces 129 kW (173 hp) of power complies with Step V of the current exhaust controls. Two basic booms with lengths of 5.5 and 6.25 m are available. Together with the 4 m long stick, the total reach is 9 and 10 m, respec-

tively. A 3.5 m long stick is available for the attachment of a permanently installed sorter grabber. (up)

A milestone for self-propelled dumping lorries

By the end of 2020, 251 driverless dumpers from Komatsu were working on eleven different mining sites in Australia, Chile and Canada. Since 2008, when for the first time they were used at the Gabriela Mistral opencast copper mine in Chile, the self-propelled dumping lorries equipped with the FrontRunner AHS System have transported almost 3 billion tons of material! A further 100 trucks will have been added by the end of 2020. Currently, the largest self-driving dumper from Komatsu is the 980E-5 with a carrying capacity of 363 t and a total weight of 628 t. The diesel-electric drive system is powered by an 18-cylinder engine with 3,346 hp. (up)

Saurer prototype restored

Nicola Mazzuchelli has given new life to a Saurer prototype. The chassis is actually almost identical to the normal D290B. The cabin from Iveco shows the Magirus-Deutz version; because of Saurer's tight financial circumstances at the time, a completely new re-design was impossible.

It is noticeable that the turbo of the engine is placed where it would be on normally steered vehicles. The first big outing was a trip over mountain passes organized among friends. The freshly renovated Saurer drove over the Flüela, Julier, Oberalp and Gotthard mountain passes without any problems. (eu)