

# Laster & Bagger

Modelle von Lastwagen, Baumaschinen und Kranen

Mit Wettbewerb

Diecast Masters 1:50  
Cat 797F



Eigenbau 1:50

Leyland Octopus

# English text



Conrad 1:50  
Liebherr TA 230

Sammlerporträt  
Dirk Morawietz

NZG Vertrieb 1:50  
XCMG XCA 1200



# Editorial



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

## What is model building?

November's grey, cold and foggy days getting you down? Not us! Time for model building and discussions about and models how to make them. Since childhood, I have occupied myself with models and have listened to many and varied opinions on the subject of models. While earlier on, my head ached over how to miniaturize a prototype keeping it true to the original, today, for me model building has become the interpretation of the original. Just as every musician interprets a piece of music in their own style, so can the model builder or producer create a model of the prototype in his way.

An especially good comparison can be made with models of lorries because the same cabins are available from several makers. Because it is impossible to scale down a cabin to 1:50 exactly, developers have to make compromises and decide upon a good interpretation of the real thing.

Earlier on, many relied on interpretation and for this there is a good story which I can even apply to 1:87 scale: In the 1970s, Wiking

wanted to produce an American tractor truck. To keep the tooling costs as low as possible, a search through all the existing molds was made and they finally came upon the outdated cabin of the MAN 'Pausbacke' (Chubby Cheek). The tooling was overhauled in such a way that a US cabin could be made. This fantasy product remained in the program for years. Who would recognize a MAN in it?

On behalf of Trucks & Construction, I have the great pleasure of welcoming a new author and connoisseur of construction machines. Using his extensive brochure collection and expert knowledge, Ulf Böge, who is well-known to many through his numerous published books, will introduce construction machines which have been interpreted in model form. His first contribution begins on page 42.

And now, I wish you great enjoyment as you read this issue.

*D. Wietlisbach*

Daniel Wietlisbach

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# Dirk Morawietz collects Australian Trucks

## Less is more

by Daniel Wietlisbach

**B**orn in Hamburg in 1968, Dirk and his six-years-older brother, grew up there together. As a younger man, their father drove a lorry dumping fill for the expansion of the Hamburg harbour. But at the beginning of the 1970s, he trained as a technical draftsman specializing in machine construction and from then on worked in that sector of the industry. His mother looked after the well-being of the children and had a job as a cleaner in a wholesale office furniture dealership.

During the summer months, little Dirk and his friends could be found in the sandbox where they operated huge construction sites with all the fun and enthusiasm of children. They used models from Siku and Matchbox, among them, as the collector remembers, was a wheel loader and concrete lorry from Lüdenscheid and also “all kinds of other construction machines”. Dirk also owned a Siku fire engine which went often into action on the construction sites, designed according to the imaginations of the young boys.

Thinking back to the mid-70s, Dirk remembers a small toy shop where he discovered a whole shelf full of ‘traffic models’ as the 1:90 scale cars and lorries from Wiking were then known. The youngster was spellbound by the detail of the

**Dirk Morawietz’s passion for trucks began in his childhood. His passion for collecting was kindled by a Wiking model, and after several changes in direction, he now concentrates on collecting Australian truck models ...**

prototypical models. What a stroke of luck that his mother permitted him to choose one of them! He decided on an American articulated lorry set with a container trailer chassis and sea transport box from ‘Sealand’ (see editorial on page 3).

Dirk Morawietz suspects that on this day the foundation for his collecting passion was laid. At that time, Wiking models, packaged in small corrugated packages were displayed on the shelves and he remembers vividly how excited he got when standing in front of them and being allowed to choose something new. His little collection grew with addition of excavators, garbage trucks, cars and, over and over again, lorries.

### Father and son

Luckily, his father’s enthusiasm for the little models also grew and because he his profession regularly took him on the road all over Germany, he often returned home with new 1:87 scale trucks. Although there were some from Wiking, more often than not, the models were

from Herpa, Albedo or AWM. These companies had begun to produce correct models from real prototypes in a great variety of hauling company liveries as well as special, limited and promotional models. Father and son regularly visited the CAM (Club der Automodellfreunde e.v.) (Friends of vehicle models club, registered society) swap meets in Hamburg to search for models still missing for their collection.

Their combined collection grew over the years to a total of about 700 commercial vehicles but when Dirk reached his teenage years and other pursuits came to the forefront, he lost interest in collecting. The father also lost interest and so the whole collection went into a Sleeping Beauty type of hibernation which lasted for 15 years.

At the end of school in 1986, the young man had to decide on a profession. For Dirk it was clear; he wanted to be a truck driver but his parents and his teachers advised him to take a commercial apprenticeship first. To at least get close to the large ‘Brummis’ (nickname for large lorries), Dirk decided to learn

to become a forwarding merchant. He finally found an apprenticeship position in the Hamburg branch of the Haulier Börje Jönsson. At this time, the hauling company, with its main office in the Swedish town of Helsingborg, operated about 300 Volvo and Scania trucks. Their drag and haul sets and articulated lorries with canvas box and fridge boxes were on the road all over Europe, mainly to and from their home base Sweden. A great variety of merchandise was hauled. The refrigerated trade consisted mostly of fruits and vegetables. In this way, trucks re-entered Dirk's life, but in a large scale! In 1989, he successfully passed his exam as a commercial forwarding agent and was given a position by his employer.

### His own hauling company

Basic training in the Bundeswehr (German Army) followed in 1990 but, luckily, there he was able to undertake his 'Klasse 2' (class 2) license for trucks. After his military service he was able to work for Börje Jönsson again, this time as a dispatcher. During a short vacation, he even got the chance to drive an ar-

ticulated lorry for one week which he remembers was 'a fantastic experience!'

In the following years he expanded his experience by working for several other hauliers and enjoyed his free time with friends and playing football (soccer). In 1994, he was working for a Polish hauler which had about 60 lorries and focussed on transports to Russia. He serviced a large-volume customer from the Far East who sold electronic goods to Russia. This customer encouraged Dirk to start his own hauling company which seemed to be easy because the customer promised him a substantial amount of transport volume and, additionally, would to give him contacts to other potential customers. This led Dirk to start his own hauling company in 1994, named 'Morasped'. He started with three customers and a high freight volume. The company's own semi-trailers were driven to Russia by a sub-contractor.

Unfortunately, due to the economic crisis that started in that gigantic country and a lack of hauling contracts, the business had to close-down after only two years. Richer from his many experiences, Dirk

started to work as a forwarding agent at Unisped Logistik Gmb where he still works today the Executive Officer for the company.

### Rediscovered love

At the beginning of 2000, the father and son model collection, housed in display cases, was to be sold. During the sale, Dirk re-discovered his passion for lorry models. He began to build up a new collection using Herpa models and during the evening hours of the week created fictitious models with Morasped lettering. In this way, his own hauling company was re-created in 1:87 scale. There were articulated refer units with Scania lorries as well as Gigaliners after a Finnish prototype. He designed and made the lettering with Decalprint.

In 2007, the collector met his wife Victoria and three years later they married and moved into their own house in a suburb of Hamburg. Their son Nikita was born in 2011 and around the same time a model construction friend made him aware of 1:50 scale models. These immediately excited the collector because of their size; they were much

### The collectors

Dirk Morawietz (52) trained as a forwarding agent, had his own hauling company for a while and now is the Executive Officer for a hauling company. In addition to his collecting hobby, he likes to spend time with his family and in the garden.

He is married to Victoria and is the father of Nikita (9) who is excited about his father's hobby, as is easy to see from the picture. The family lives in Seevetal-Horst near Hamburg and if you want to see his collection, you need to make an appointment by email: [dirk.morawietz@outlook.com](mailto:dirk.morawietz@outlook.com)





closer to the originals and the many details like mirrors, position lights, lamp shackles and more made them very attractive. Except for a few ‘Morasped’ models, he sold off the whole 1:87 collection.

This resulted in having enough space in his house to present his collection of VSI and Tekno models in a display case. A long-held wish was finally fulfilled when he put his 250 models into the show cases.

By joining several model-building groups on Facebook, the collector got to know Robert Wagener, also an enthusiastic collector from the Netherlands, and a friendship began to develop. Together they visited the swap meets of the NAMAC in Houten and it was at Robert’s place that he first discovered the models from Drake Collectibles. He particularly liked the finely detailed and very high-quality models from Australia because of his boyhood interest in American or Australian lorries.

The collection took a new direction once again and now roughly 100 Australian models from Drake and Iconic Replicas grace the display case. The collector tries to obtain all colour variations of the tractor units while on the complete heavy-duty transport units he limits himself to the hauling companies of ‘Doolan’ and ‘Membrey’. Both are among the largest transport companies in Australia and the collector came to learn about them only from the models. It is the size, the design and the many chromed parts of the Australian models that fascinate Dirk, despite never having been to Australia.

The 20 to 30 new models which arrive in the collection each year have led to some space problems. The existing cabinet is actually full and there is no room for a second display case.

Among the collector’s best liked items are the models for the Aust-

ralian hauling company ‘Doolan’s’ and his very favorite model is the combination made up from a Kenworth C509 and Kenworth K200 Fat Cab with a 2x8 Dolly, 10x8 Steerable low-deck trailer with a Liebherr LTM1750 from Mammoet as a load.

His rarest models are the Kenworth K200 Fat Cab ‘Patlin’ and ‘Plant Haul’ of which only 100 of each made. They come complete with certificates. The Kenworth T908 2x8 with Dolly 3x8 ‘Membrey’s – Rowan’ was also made only in a 100-unit series and was available only at the Australian Model Expo Show. The Kenworth T900 ‘Membrey’ is considered a special jewel. Like the original, it has been shortened and equipped with LED lights which are a speciality of Stefan Driemel (Trucklights from Hamburg).

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## Imprint

## Leyland Octopus LAD from Corgi 1:50

# «H.B. & H. Haulage»

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by René Tanner

Generally, English ‘Hauliers’ were found in the production program at Corgi. Many different lorry brands were offered in the ‘Hauliers of Renown’ and ‘Vintage Classics’ series. One could speculate that with these decisions, Corgi put itself on the sidelines because with model offerings oriented mainly to the British market, the base model was always English, even when offering the model of a haulier from outside the British Isles.

Nonetheless, the models, especially the old English four-axle ones, sometimes called ‘The backbone of British road haulage’, have a charm of their own. Practically all of the known lorry brands were available. During my trips to England I discovered that I had an affinity for these quaint-looking English vehicles finding them interesting and attractive and so I splurged on a few examples to augment and loosen-up my collection. While rather plainly made, the liveries with pin stripes and lettering done with pad printing process are very convincing and, in my opinion, unique. Particularly because of this, I have chosen the nicest examples and so I became the owner of the Leyland Octopus with the LAD cabin introduced here. Nowadays, this vehicle is rather scarce.

**Until taken over by Hornby, an American producer of model trains, Corgi made some interesting lorry models. Using a rather plain, four-axle lorry of the legendary Leyland brand, René Tanner made a classic British example in his shop. Of course, it has a typical country-specific load ...**

### Leyland Trucks

In 1896, the Sumner and Spurrier families founded the Steam Motor Company in the town of Leyland in Lancashire, which is situated in the North-west of England. The first model produced was the Lancashire Steam Van, a lorry which could haul 1.5 tons with steam power, a very popular propulsion system at the time. Beginning in 1905, the company began to produce vehicles with petrol engines. A second factory was opened in 1907 in the neighbouring city of Chorley and the name changed from Lancashire Steam Motor Company to Leyland Motors. A few passenger cars were made between 1920 and 1923. A diesel engine went to its first trials and then was produced in serial production in the 1930. During this time, the company rose to be one of the most important makers of lorries and trucks in Britain. In the 1950s they took over their main competitors, Scam-

mell and Albion. Commencing in 1953, Leyland engines were used by DAF; later on the Dutch built these under licence. In 1962, the competitor AEC was bought out and in 1967 the company acquired Avelling-Barford, a maker of construction machines. A merger with the other British lorry makers BMC Trucks and GUY happened at the end of the 60s and the entity was then called British Leyland Motor Company. After massive problems, the state took the BLMC company over in 1975, but the it continued to lose market share. The new British government, led by Mrs. Thatcher, the ‘Iron Lady’, started a reprivatization of the English vehicle industry. In 1982, this led to the creation of the Austin Rover Group from a large part of BLMC. While the delivery vans and van models of the Leyland Sherpa type went to Freight Rover, the trucks were homed at Leyland Trucks and the buses at Leyland Buses.

In 1987, the bus division was se-

parated from Leyland and in 1988 was sold to Volvo Buses. Leyland Trucks, together with Freight Rover and DAF, was part of the newly founded Leyland DAF, of which Rover Group had a 40% share. In 1993, Leyland DAF declared bankruptcy. Among others emerging from the insolvency, LDV and Leyland Trucks Limited appeared. Leyland Ltd continued to produce trucks at the factory in Leyland and, in addition to their own vehicles, also produced some that had DAF Trucks parentage. In 1998, the company was taken over by the Paccar Group which had previously absorbed DAF. Leyland Trucks was given the production of Foden Trucks in 2000. With the introduction of the DAF LF, the official use of the brand name of Leyland came to an end. In 2002, The DAF LF, developed and built by Leyland Trucks, won the award for 'Truck of the Year'. In 2005, Leyland Trucks instituted the use of robots to paint truck chassis automatically on the production line; this was a new feature in that sector of the industry. The production of Foden Trucks ended in 2006 meaning that, except for LDV, there were no remaining English truck producers. On April the 17th, 2008, the 300,000th truck left the Leyland trucks factory and in the same year, with the production of 24,700 trucks, DAF reached a 27.3% share in the British market.

### Motor Panels

Right from the very early years of vehicle construction in Britain, it was common to have vehicle body made by external manufacturers. Motor Panels in Coventry was one of the largest makers with 160

panel beaters on its pay roll. In the beginning, only passenger compartments for cars were made, in response to market demands. Later on, lorry cabins followed. A speciality of MP was a steel frame with an attached GFK outer skin which they adapted according to the needs of several companies. LAD offered a cabin which was slightly different from that of Leyland, Albion and Dodge.

Up until the end of the 80s, MP was the largest independent supplier of lorry cabins. From their drawing boards came driver's cabins for ERF, Mack, Leyland, FTF, Foden and many more. In England, a short driver's cabin was usually requested because the unions and the drivers often looked askance at the addition of a sleeping possibility. It was felt that this signalled a worsening of working conditions because the drivers were offered and got reimbursed for overnight expenses. Scottish garage owner, Ailsa Motors, introduced the extremely successful Volvo Tiptop, F86 Bubble Cab and F 88 to the market. Other local 'coach builders' (makers of bus bodies), one of them Jennings, recognized the enormous demand and started to offer a variety of sleeper cabins. The first sleeper cabins, which made for export only, coincided with the initial Near East transports and suddenly, drivers and company owners came into agreement. They no longer wanted to pay more than necessary or to sleep with 7 others in a small room reeking of diesel and exhaust fumes and reverberating with snoring noises.

Further, the English transport scene changed completely due to the containerisation. Four-axle vehicles were at a disadvantage when

compared to articulated lorries as far as the net carrying capacity and load length were concerned. Trailers could carry open loads tied down with ropes under canvas, as well as containers. When the Toutliners (curtain side trailers) were introduced, the die-off of the once ubiquitous 'four-axle lorry' began. However, even today, they are still in use; the English are extremely conservative and traditionally minded and use this kind of lorry for special tasks.

### H.B & H Haulage

I was not able to find out a lot about this hauling company from Newton-le-Willows, situated in the northern part of Lancashire. The only thing I could find out was that it transported a lot of glass for a company in St. Helens. HB & H wanted use the full allowable total weight for transports with its 'wagon and drags' truck and trailer sets and so a semi-trailer was given a dolly axle to make up a trailer until in the 70s, F 88 articulated lorries replaced the aging Leylands.

The model was quite plainly made and so I decided to make it a bit more true to the original by making a few changes. I started by dis-assembling it into its parts and then added many small details, for example, I made a small roof rack from plastic strip to store the 'sheets', the canvas covers. The sunvisor is made from 0.3 mm aluminum sheet stock to protect the driver from the sun when it is low on the horizon. Two high-beam headlights help the 'Night Trunker' (long distance night drivers), mainly between north and southern England, where the route certainly went over London. A small tool box contains

the necessary implements. New mudflaps prevent the four-axle lorry from getting too dirty.

The trailer construction was a bit more intricate. The trailer's turntable was very Spartan and not authentic, therefore, to increase flexibility I made a new, pivoting mounting plate with a trailer coupling. Rims and tires kept but I re-painted them with Humbrol paints. A toolbox including a spare wheel carrier was added. In the 60s, truck and trailer sets were rarely or only seldom seen because there was a great mistrust about their staying connected thus

two chains criss-crossed between trailer and lorry were added as a safety measure to prevent separation. I left the factory paint job as is making only some small repairs.

### Rope and sheet

As described on the Scania LB 76, a load looks really 'English' only when covered with canvas sheets. Tied down with ropes and slightly aged, even an 'out-of-the-box' model immediately looks much more authentic. Since the desire was for even more authenticity, the trailer,

or semi-trailer with Dolly axle was given a cut lumber load which I made on my father-in-law's table saw. To cover the load, I made a canvas cover, such as on the LB 76, from washroom paper towels saturated with white glue.

Unfortunately, because Hornby seems to show no interest in lorry models, Corgi is hardly developing any new models at all. The remaining ones are collectors' items and can be had for modest sums from the usual Internet portals. It is really too bad.

## Tinplate

# Dump truck

by Robert Bretscher

How times have changed. In the 50s and 60s Modern Toys excited kids with many colourful toys and today, in the same production sites and under the same name, Airsoft guns are produced (Airsoft guns are similar to 'BB' guns but are not the same).

Nevertheless, here we can enjoy taking a look at this 30 cm-long dumper from Japan which is a good representative of the 50s era toys. The very nicely shaped vehicle is propelled by a strong electric motor which gets its power from two 1.5 Volt batteries. By a clever switching technology, the motor not only powers the forward

## The 1950s 'Dump Car D-2356' from Masudaya Modern Toys, Japan, had a strong electric motor ...

and backwards driving mechanism but can also dump the contents of the bin by the use of a separately attached lever.

As was common with almost all Japanese toys, a well-functioning flashing unit was included; it automatically activated when the dumping process was underway. The metal protective covering for the unit which it is mounted in the middle of the cabin protection shield is especially remarkable.

Both the richly lithographed dumping bin with operating rear flap and the lower chassis, decorated with a variety of operating levers and tools, are very nice. The rear drive axle has twin tires and the two individually suspended front wheels make it easy for the lorry to move over uneven ground when outside. The carefully produced item with the perfectly copied cabin style make this great vehicle an interesting toy of its era.

## Translation of page 17



# Diecast Master's flagship in 1:50 Caterpillar 797F

by Daniel Wietlisbach

There was no change to the carrying capacity of 400 US tons (363 t); the improvements of the most recent updates were all technical enabling it to reach the Tier 4 Final exhaust controls. It is powered by the Cat C175-20 V20 engine which produces a remarkable 4,000 hp (2983 kW). The total unit weight is around 623.69 t and the top speed in 7th gear is an impressive 67.6 km/h. By the way, the dumping process takes only 25 seconds during which the highest point of the dumping bin is 15.7 m above ground level!

The model comes packaged in a tin and it is laudable that the huge, completely-assembled model can be removed from the tin without the need to remove any tie-down wire or clips. Made mainly from metal, the true-to-scale model gives a great first impression. This new mining dump truck model has little in common with its predecessor which hailed from the Norscot workshops. It is an almost completely new construction.

The lightly sprung rear axle makes negotiating uneven ground a cinch and it is a lot of fun to observe the axle play when the unit rolls over small obstacles on the ground. The wheels with their matt black rubber tires with the original's profile in miniature are very nicely sculpted. A look at the model from

**The Cat 797F remains the world's largest purely mechanically-driven dumper, even after its latest update. On the other hand, the model is made from almost completely from new tooling and offers a lot more than its predecessor ...**

below is highly recommended. There we find details in great abundance such as we were not accustomed to previously. Not only has the whole drive train from the engine to the gears and the rear axles been completely replicated, there are further chassis details that invite closer exploration, as well as many supply lines. The exploration must then continue from above with the dumping bin elevated. There are multitude of details to be discovered by the collector. Parts of the brake system are visible and also the very striking looking, orange, plug-in handholds for service work. There is also a small ladder leading from the rear of the cabin to the platform which is completely covered with a non-skid surface. When opened, the two doors allow a look at the heart of the machine, the very detailed V20 engine which is painted in several colours. Recognize the turbo loader and also the exhaust pipes which run into the scrubbers mounted on the deck and then to the exhaust stacks. Safety railings,

handholds and mirror brackets are made from rigid wire and soldered on – first class!

The cabin is made from a single cast part for which the glass has only been inserted into the window openings; here there is some potential for improvement in the future by mounting the window glass flush in the openings. Copying the original, the interior is made in two colours. For once, Bob has been permanently installed in the cabin where one can also see the Cat logo on the co-driver's seat.

The view from the front is dominated by the huge radiator with the authentic honey-combed grille. At shift's end Bob leaves his work place by way of the stairs located comfortably close, and, true to the original, the lowest part of the stairs fold backwards. There is also a vertical emergency access ladder. The front of the unit has been upgraded with several more details. Headlights and wheel chocks are located here and even the lights for the stairs are modeled.

The metal dumping bin is operated by a three-step hydraulic cylinder and kept very stable while reaching the original's maximum dumping angle. While the first step of the cylinder is chromed, the second one is a silver-coloured plastic part. The shape of the bin is replicated very well and shows all the ribs and wear plates correctly. The mudflaps, made from soft rubber are attached to the bin so that they pivot correctly. Also

included in the detailing are rock knockers at the rear as well as the security ropes for servicing work. The rear brake and indicator lights are

especially well done. Painted with a special kind of paint, they look almost translucent. Overall, the view from the back is worth more than just a short glance because there are many fine details to be seen.

The paint is faultlessly applied and the printed-on lettering is sharp and legible. The model of the Cat 797F from Diecast Masters is without a doubt the current high standard in model development.

#### At a glance

- + Metal content
- + Detailing
- + Functionality



## New models for Komatsu from UH in 1:50

# WA100M-7 & WB93R

by Daniel Wietlisbach

This series 7 compact loader weighing at between 6.92 and 7.23 t is designed for small to medium material transfer yards. Available with buckets of volumes from 1.05 to 1.8 m<sup>3</sup>, the latter for light cargo, it also can be outfitted with lifting forks. The four-cylinder, in-house SAA4D95LE-6 engine produces 66 kW (89.7 hp) and the new cabin promises increased driver comfort.

### WA100M-7

The model from Universal Hobbies arrives well protected inside its package. Because it is tied down with wires to the inserted cardboard bottom, it is almost impossible to re-package it safely without considerable effort. Despite

**Komatsu has added to its model program and we are happy to see some smaller models. Traditionally, Komatsu Europe has relied on Universal Hobbies to make its models ...**

is small size, the little model has a pleasing weight and great looking proportions which we confirmed against the measurements. Most parts are made from metal, something which collectors appreciate and, given the small size of the model, the functionality is also good.

The wheels are finely engraved with even the back side of the rims modeled as on the original which is especially important on a wheeled loader. The axle housings are also correctly replicated even though both sets of axles are rigid-

ly mounted. The drive train is modeled continuously as is seen when viewed from the side. The rear wagon is well proportioned and nicely detailed and the radiator grille looks especially pleasing because the engraving is nice and deep. A remarkable detail is the dainty trailer coupling at the rear.

The almost fully glass-enclosed cabin is well made with many details; even the window heating coil lines are printed on to the rear window. Window wipers and rear-view mirror have been separately attached; the mirror has a reflec-

ting mirror surface. The interior is exactly detailed and the logo is visible on the driver's seat. The supply lines are shown at the articulated steering location as well as the cylinders for the steering. The housing of the front wagon is nicely engraved and has added headlights and fenders. The lifting gear and Z-Kinematic are fine metal parts as is the bucket which is a one-piece casting. The hydraulic

cylinders hold the equipment stable at any position and the supply lines have been duplicated. Bolts and screw heads at the joints are painted yellow. The applied paint and the sharply-printed, detailed lettering are faultless.

### WB93R-5

The current excavator loaders from Komatsu are the from series 5; this WB93R, with a working weight of 8.7 t produces 74 kW (100.6) of power. It is available with the same features as the WB97S-5 with the large tires making it immediately possible for the model maker to create both machines.

First introduced at the 2019 Bauma, in this issue we showcase the

WB93R-5. Because these machines are two in one, excavator and loader, the transformation of these complex machines into a 1:50 model is quite a challenge.

As we expect from UH, the models are richly detailed but due to their size are also very fragile. Despite some unavoidable compromises with functionality, these models should definitively be used only infrequently. The best place for them is in a display case where they look their best and where the viewer can see how convincingly they are modelled. Just look at how the very fine supply lines run on the excavator boom. At the front, the model was given a three-in-one bucket which allows for versatility. Paint and lettering are also great.

### WA100M-7

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



# New construction after 10 years

# Liebherr TA 230

by Daniel Wietlisbach

**D**id you know? It is now over 10 years ago since Liebherr introduced the TA 230 at the 2010 Bauma accompanied by the matching model from Conrad. Liebherr's entry into the highly competitive market of articulated dumpers was made with many modifications to the machine. Conrad also kept up with releasing a re-designed model the same year. Further versions followed and, finally, the model of the TA 230

**Very surprisingly, a few months ago a new model of the TA 230 turned up in the Liebherr shop. Meanwhile, the articulated dumper had been released ...**

reached four versions with modifications on the front frame and on the dumping bin.

On Liebherr's stand at the 2013 Bauma, an actual prototype of a TA 240 was shown, but the 40-ton machine was never built in series. The TA 230 of the Generation 8, int-

roduced in October, has not much in common with its predecessor, looking different in many ways. It reaches an empty weight of 24.6 t and has a carrying capacity of 28 t with a total weight of 52.6 t. The top speed is around 57 km/h and the necessary power for this comes

from an in-house-produced D 956 six-cylinder engine with 265 kW (360 hp) which complies with the exhaust controls of step V or Tier 4 Final.

### Model from Conrad

Made from completely new tooling, the new model of the TA 230 from Conrad also has nothing in common with its predecessors. It feels pleasantly heavy to hold and first impressions are positive. The model is well proportioned and this was confirmed by checking the main measurements. The model drives on new standard tires with a new profile and tight-fitting rims. When compared to a photograph of the original, the wheels look a bit flat because the rims should have more depth to them. The drive shaft has been completely replicated and the rear axles oscillate individually and together, as on the original. The axle housing and prop shaft show the most important details.

The front frame shows the modern design lines of the original correctly and the cast metal housing is correctly engraved with all the gaps, edges and openings; on the left side are the

caps for the fuel and AdBlue tank. The modeling of the small LED front lights was really well done and the honeycomb grid of the radiator and the side cooling intakes which have fine printing on them are separately applied. The cabin is reached over some exactly-engraved steps whose safety railings are very solid metal castings. The cabin glass is a single plastic part with raised and printed-on door frame, handholds and rubber seals. Also only printed on is the window wiper. The interior is nicely detailed and finished in two colours. Some plastic handholds and the rear-view mirror are included with the model for the collector to apply. At the left of the cabin the air filter is replicated and behind the cabin is the exhaust scrubber with a hinted-at exhaust pipe below which is the half-transparent display glass of the main lubrication plant-nicely observed detail!

The articulated steering with its total of nine supply lines and the red locking device for transporting and service work looks very prototypically correct and the turning radius is convincing. On the massive frame of the rear wagon are the black-coloured supports for the dumping bin. While the tipping cylinders are rather plainly made, they hold the bin stable in any position, including the maximum one. Before dumping it is strongly recommended to lift up the rear board otherwise there is a danger that the rubber cables might rip. The originals are rubber-covered chains but it was not possible to duplicate them on the model. This information is on a note included with the model.

The bin is made from an exactly replicated metal casting and the front has rubber mud flaps. The rear board, also from metal, has been exactly engraved. There are some printed-on rear lights as well as back-up lights and the rear securing device for the bin during servicing work. The paint is cleanly applied with very sharp colour-separation lines and the sharp, detailed, printed-on lettering is also very nice to look at.

#### At a glance

- + Metal content
- + Functionality
- + Detailing at the articulated steering



# Gigaliner with Slider in 1:50 from Tekno

## Scania Tonerud

by Daniel Wietlisbach

The designation of ‘B-double’ should be a concept that is known by now because the Australian models from Drake Collectibles are more readily available over here these days (see issue 2-2019). To simplify it a bit, these ‘B units’ are trailers with a shorter upper structure and have a trailer coupling for a second trailer at the rear. There are some impressive videos on YouTube in which we can see how truckers maneuver such a two-part unit to the ramp. Of course, this is a point of pride for the drivers, even if it is possible to take the train apart and then to drive the B unit and the trailer separately to the ramp. But time is money! To unload from the rear, the upper structure can be moved backwards on the longitudinal beams of the frame.

In Europe, makers like Pacton in the Netherlands or VAK from Finland offer B-double units. The principle is a bit different and is optimized for European conditions. After the ‘main unit’, the A unit, is uncoupled, the axles of the B unit are blocked and the tractor unit pushes the chassis including the upper structure backwards. This way makes a compact trailer which is not longer than its upper structure and so can be driven on to another customer. The manufacturers like to call the European B Doubles ‘Sliders’.

**Usually, Gigaliners consist of a three-axle truck with trailer and dolly. A B-double trailer combination is one of some other possibilities which make full use of the maximum allowable length of 25.25 m ...**

### The model from Tekno

In its program, Tekno offers a model of an 8 m Slider, the Pacton B-double BXD.230XV. The 8 m refers to the length of the upper structure; the chassis measures 8.18 m, the trailer 11.2 m and the wheelbase 2.2 m. The total weight allowed is 30 t comprised of the total on-axle weight of 18 t and the coupled-on weight of 12 t.

As is the custom at Tekno, the chassis has been built so that a variety of Sliders can be made from it, even those not from Pacton. Because of the low number of units produced, resin was used for the main frame material while the axles which are used metal because they are from the standard program. The B-double from Tonerud has a wheelbase of 1.8 m and is nicely detailed with storage lockers, tank, compressed air reservoirs and wheel chocks. The rear with license plate and lights made from a transparent plastic material is also very nicely done. The 8.0 m refrigerated box upper is from the standard program with Chereau attributed as its maker.

The three-axle standard refrigerated trailer also comes from the Norman maker which likes to point out where it was made by having their logo on it. The French manufacturer which has a thousand employees is a specialist in refrigerated upper structures. They have a 15% market share. Their market share of complete refrigerated trailers is a remarkable 78%. The model is made mostly from metal and has support legs that can be lowered by using the threads cut into them. Somewhat unfortunately, it is known that the overly strong suspension of the axles pushes the rear of the trailers upwards resulting in them leaning forwards slightly. Regretfully, the problem remains when they are coupled on. The only way to cure this is to remove the springs.

The rear view is also very nicely done but it would be just a bit more authentic were the lights transparent. Both upper structures have Carrier refrigeration units which are exactly modeled. The whole train reaches a total length of 510 mm; translated to reality,



that would be 25.5 m with a height of 4.0 m which concurs with the original measurements from Tonerud.

Together with an allowable total weight of 60 t, it is clear that a tractor truck which can handle this load is required. Here the new Scania R650 6x4 with a V8 engine under the Highline cab is used. The model has the S Cabin as its prototype and is very nicely done (see the introduction in issue 1-2017).

### Tonerud

There still remain some companies without websites and, very

surprisingly, they are often the largest ones and they have a cult-like following among fans. This is true for Tonerud from the Norwegian town of Spydeberg, located southeast of Oslo. Under tonerudtransport.no the message is: This website is under construction at the moment. There is a group on

#### At a glance

- + Choice of prototype
- + Metal content
- + Paint scheme and printed-on lettering
- Suspension on the trailer



Facebook and on Instagram there is a richly illustrated page with lots of nice pictures but hardly any text. There, for the first time, pictures of the Eurocombi with Slider 2016 can be seen.

At Tekno, the first model appeared in 2012 in this easy-to-remember paint scheme and the combination introduced here is the sixth model in 1:50 for the hauling company which specializes mainly in frozen food transports. The unmistakable paint scheme has been perfectly matched in model form and the lettering is sharp and legible. One way or the other, this Gigaliner is a show-stopper.

# Tom's truck log

by Tom Blase

## Stories from Hamburg – my father in the 60s ...

If there is one town that lights up my eyes it is Hamburg. The biggest thing even during my school years was when the word went out that 'We have to drop off a container at the Burchard pier and from Uni pier pick-up an empty container for home'.

The Köhlbrand-Brücke (bridge) was almost brand new then and pristine in appearance and I was completely overcome when first I saw it in the harbour from my bird's eye view. Even today, I remain fascinated by this bridge.

In the 60s, when working for the Eckes company, my father regularly drove to the city on the Elbe River. Life then much slower and easier than today.

At the time, my father, together with my uncle, drove a Mercedes LP334 truck and drawbar trailer transporting Chantré (German Brandy) to the bustling city. Often, the return freight was orange juice concentrate for transport to Hildes-

heim. At this time, the well-known German fruit juice 'Hohes C' was the in produced from this concentrate in the city. On one of these trips, my father took over at the wheel in Hannover while my uncle bid us good night and crawled into the cot in the back. While he slept, the Daimler ran to Hildesheim without a hitch. The unloading was problem-free and quick.

My uncle lay on the cot at the back deep in the sleep of the righteous, and it seemed that he was unaware of the unloading or the start-up so my father let him sleep on.

On the way back on the Autobahn, near the Werratal rest stop, a car began to flash its headlights continuously at him from behind. He wondered why the car didn't overtake him as there was lots of space and so he waved the car to pass him.

His jaw dropped when he recognized who it was waving back to

him from the passenger side of the car. Completely confused, he drew back the curtain behind him and looked at the cot. It was empty!

"Oh my goodness, what is Werner doing in the stranger's car in the passing lane?"

Ten minutes later the mystery was solved. During the unloading in Hildesheim, my uncle Werner had woken up and thought that he would just pop out and freshen up while they are unloading at the back. He took his personal hygiene bag including shaving gear and disappeared in the direction of the washrooms.

His mistake was his need to leave everything correct and tidy so he had closed the curtain to the cot when he left. And when he came back, he found that the 'horse and cart' had left quite a while earlier and were once again on the road travelling to Mainz.

# Mobile crane distributed by NZG

## XCMG XCA 1200

by Carsten Bengs

With its sideways superlift and the additional boom extension the XCA 1200 looks especially imposing.

A bilingual assembly instruction leaflet is included with the model but there is some room for improvement because a full overview of all the parts is completely missing.

The eight-axle chassis rolls very freely and the propulsion system, including the prop shaft, is nicely modeled. All axles are steerable and have sufficient turning radius. Additionally, the axle suspension is very realistically made using small springs. There are some small access ladders mounted at the sides.

There are some anti-skid surfaces in the front area as well as radiator covers made with photo-etched parts. These and also the mirrors are stored in an accessory bag ready to be attached by the purchaser. Beneath the covers, the engine mock-up is easily recognizable.

Massive outriggers hold the model securely, even with the boom fully extended and without any of the tires contacting the ground! It is very interesting that the XCA 1200 has travers on every outrigger and so there are eight support bases in total. Crane mats are included, of course, and the outrigger arms sit safely on them held with small plugs. The complete hydrau-

**The mobile crane XCMG XCA 1200 from XCMG is newly distributed by NZG Modelle. The model is very convincingly modeled with a high degree of functionality and detailing. It has been released in the impressive wind power version ...**

lic hose lines on all four outriggers and the accompanying cylinders is very impressive. The printed-on lettering which is rich in details is extensively applied. At the rear of the vehicle the view is equally impressive with comprehensive printed-on lettering and some very fine ladders.

The doors of the nice roomy cabin open easily revealing the detailed interior. As one expects, there are window wipers and mirrors.

### Upper chassis

The massive upper chassis scores high with its plug-in safety rails and anti-skid surface. On the driver's cabin side are some small steps to reach the upper chassis. There is a small spotlight, which is just above the left boom cylinder. We were very happy about the screw connection of the boom cylinders. Small grub screws hold the boom safely in any position.

The upper chassis cabin also shows off with an openable door,

fine window wipers and safety railings. The cabin tilts and can be lowered during road travel. A positive surprise is the small set of hoses at the cabin.

The XCA 1200 is ballasted with 14 ballast blocks totaling 140 t. Every element on the model has the weight of 10 t printed on and has some small loops so that the ballasting can be nicely simulated. The auxiliary winch can be screwed on between the ballast blocks as is necessary when working with a flying jib.

The massive boom which is made completely from zinc has seven telescoping parts to reach the height of around 2.0 m at the top of the sheaves. The correct telescoping steps of 46, 92 and 100% are all correctly available on all telescoping sections. As in real life, the boom is self-erecting because it has to be transported separately to the site. The necessary bearing blocks on the low-deck trailer are there. All four of the folding outriggers on the boom have internal

threads. On the real crane, these would be used to lift the boom and would then be bolted to the crane. Here also, the skeins of supply hoses for the outrigger foot cylinders have been modeled.

The model is equipped with a side guying system that is bolted to the base boom. With a flying sheave a rigging of the three line reeving is made which in turn holds the boom stable. With the additional wind power tip, the model even achieves a height of 2.6 m at the top sheave. Three different crane hooks are included with the model,

a three-sheave hook and a heavy-load 11-sheave hook as well a single strand hook for the tip.

All sheaves are individually made and all turn effortlessly. There is enough twist-free line on the

winches but the main winches' spooling-off direction is not prototypically correct; it spools off in the wrong direction but this is changed quiet easily by unspooling all the line and then re-spooling correctly.

Over all, the XCMG SCA 1200 distributed by NZG impresses with its high degree of functionality and fine detailing. In particular, the little details like lettering and hoses are exciting to see. There is still some potential for improvement to the assembly manual so that even inexperienced buyers can enjoy the model.

#### At a glance

- + Hoses and supply lines
- + Doors that open
- + Functionality and details
- Instructions



## A mobile excavator with refinements in 1:32

# Atlas 160W

by Daniel Wietlisbach

After stormy times, company takeover and buy out, Atlas is establishing themselves with a product which they can do best: mobile excavators like the 'Ladybug'. Depending upon equipment and type of under carriage, the 160 weighs between 16 and 17.8 t. The undercarriage and equipment can be customized according to the customer's wishes. In addition to the adjustable boom, a Monoblock as well as two different lengths of sticks are available. The bucket capacity varies from 0.7 to 1.3 m<sup>3</sup> and the built-in Deutz TCD 6.1 engine which produces 105 kW (143 hp)

**At Collections is the leader in the field of construction machines in 1:32 scale. With the Atlas 160W, the newcomer from Holland presents a further model which follows the philosophy of the house: Highly Detailed, Precision, and Diecast ...**

complies with exhaust controls of Tier 4f.

Following the Volvo EWR150E, AT is releasing its second mobile excavator, the Atlas 160W, again with two different sets of tires. As well as the twinned tires from Mitas, the under carriage is also available with

wide tires from Nokian, as shown here. The model arrives packaged in two Styropor half-shells and is held securely in place with three wires. Pleasantly heavy in the hand, it is made correctly to scale in every measurement. The lower carriage is the standard one with blade but

without the claws. The main components are made from metal while fenders and running boards are out of plastic. The wheels are engraved correctly and those in front are steerable, as much as the fenders allow. Both axles are rigidly mounted and the drive train is hinted at.

The upper carriage is made from three finely-engraved parts and the surface detail of the counterweight is especially impressive. Because a replica of the engine was not planned for, the air intakes which have been painted in flat black are only engravings. Engine hood, running boards, safety railings, rear-view mirrors, exhaust and rear-view camera and further details are separately attached plastic parts. A special touch are the clear plastic lenses of the work spotlights and back-up

lights. The plastic the handholds and railings resist breaking.

The excellent replica of the prototype cabin has a door which opens to 180°. All windows are very flush fitting and have rubber seals. The window wiper looks a bit strange because its rubber blade is missing. The interior of the cabin is excellent and the tri-colour driver's seat with logo really stands out.

The excavator is equipped with an adjustable boom and a 2.65 m stick, both of which are prototypically correct. The bolts at the joints have been left unpainted as on the original and so do not distract the eye. The hydraulic lines are constructed from a continuous black rubber part which is the same as on the original, except for the hook-

ups. Both the maximum cutting height and the maximum excavation depth are reached by the model. It is a shame though that on our sample, the lifting cylinders were unable to keep the equipment stable in all positions. The standard bucket has four rather coarsely-made teeth but otherwise is nicely engraved. Using the screw driver which is included, it can be removed by loosening two tightly-fitted bolts with screw ends. Replacement bolts are included and so the different attachment tools from the manufacturer can be used.

The satin gloss finish of the model is authentic and has been very cleanly applied. We also like the very legible and nice detailed lettering.






**Do you know this construction machine? Recognize it and win a model!**

by Remo Stoll

While this excavator loader was produced by a company headquartered in the US, the front axle was produced in Switzerland. Mainly for the agricultural sector, the Schindler Company built these front axles for many major producers simultaneously. An all-wheel drive is especially advantageous for an excavator loader which often operates on uneven terrain.

Recognize the machine?

Please send us the exact name and type designations. The contest deadline is the 15th of December, 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 Tana E520 from NZG, the Actros 6x4 'Toll' Australia from WSI/ Drake Collectibles or the Kobelco SK140SRD from Motorart. 



### Solution from Trucks & Construction 5-2020



The proud US truck in question was a White Roadboss. The winners are Markus Thalmann from

Wil (CH) who won the Liebherr PR 736 G8 from NZG, Etienne Romy from Bussy-Chardonney (CH) whose prize was a Sennebogen 355E tele handler from Conrad, and Thomas Scholz from Lüdenscheid (D) who won the Ammann ART 280 hydrostatic rubber roller from USK. Congratulations to all the winners!

## Müller Transporte Ermensee

# More than Showtrucks

by Eric Urweider

The great-grandfather of the current company owner, Franz Müller, founded the company in 1923 but not as a transport enterprise. Jakob Müller was a farmer in Ermensee and on the side dealt in hay, straw and wood using his horse and wagon for his delivery transports. With his horse and wagon team, the entrepreneur got around Switzerland and also a bit abroad going just across the nearby border. For example, during his trips to pick up hay, Zurzach and Waldshut (D) were not strange destinations. On the way there and back the carters needed to stop once a while which was certainly a good thing for the restaurants along on the way. Consequently, even in restaurants today, a ‘carter’s plate’ is a large helping.

Jakob’s two sons Franz and Karl Müller took over the company under the name Gebrüder Müller and very soon purchased a Hürlimann street tractor for transports. Now motorized on the road, the radius of action expanded in the direction of Western Switzerland and all the way to Berne, but the base remained Ermensee, in the canton of Lucerne. The Müller brothers bought their first lorry in 1956, a used Berna. In particular, transports of wood were now noticeably more comfortable to undertake. Later on, a Saurer was added as

**Who doesn’t know the green Showtrucks from Franz Müller, located in the tranquil village of Ermensee not far from the lake of Hallwil? Soon, the fourth-generation family enterprise will look back on 100 years of commerce ...**

a second lorry for the transport of wood. At the beginning of the 60s, the company began to transport pre-cast concrete parts. In 1964, the first Scania joined the fleet to transport concrete parts for ‘Wey’, a producer of ready-cast concrete elements. At that time, the Gotthard highway was under construction and countless cast concrete parts needed transport from their factory to the construction sites about 80 km distant. A shopping center near Zürich was also one of the construction sites served by Müller’s transports as were the Palexpo exhibition halls in Geneva. In 1970, a Scania 140 was purchased for the transport of cast concrete parts. It turned out to be a ‘Monday’-morning-built vehicle which was prone to breakdowns and spent a lot of time in the shop. Franz Müller, the father, never wanted a Scania in his fleet again.

The Orient called to the Müllers in 1972/73. The father of the current company owner set off for Kuwait and Saudi Arabia with his Volvo 89. Because the Volvo was

never liked very much it remained the only one ever in Müller Transports’ fleet. Despite this, the tractor lorry was recently restored and will be soon on the road again, and it was commemorated in model form by Tekno. And so, Franz Senior drove ‘into the sand’ with the F89 and canvas-covered trailer while his father drove around Switzerland with cast concrete parts using the unloved Scania 140.

In 1980, the Scania was finally replaced by a MAN 19.280. The traffic of cast elements had diminished and the transport requirements shifted to other goods. Until the end of the 90s the vehicle fleet was completely dominated by MAN. After that they took a risk and purchased an Iveco. Sometimes, there were even two Ivecos in the fleet, but beside were always the MAN vehicles which dominated the fleet. The loads changed again and the company specialized more and more in transporting fruit and vegetables. In 1996, temperature-controlled transports began when the first refrigerated trailer arrived for the



fleet. Even today, they transport fruit and vegetables from large markets in Northern Italy to Swiss wholesale dealers.

### A first Show truck

Franz Müller Junior joined the company in 2003, and in the same year, the first DAF was purchased and Franz Junior built his first Show truck. It had the name of ‘Windmühle’ (windmill). Compared to a few projects which Franz completed recently, it was still quite plain. With this vehicle it became clear that in the future the external design of all vehicles would be green.

Contrary to all Nay Sayers, the Müller’s vehicles do have to earn money too. Immediately upon completion, the Show Trucks are exhibited at four or five truck shows with the goal of winning a few prizes. After that, they have to go and work hard for their daily (diesel) bread. A lot is asked of the drivers, because a monthly visit to the truck wash is just not in the cards with a dressed-up vehicle like that. Great enthusiasm is called for if you want to drive for Müllers.

### Scania returns

While Franz Junior definitely wanted a Scania, his father’s negative experiences with the 140 spoke

against it for a long time. But, nevertheless, the company purchased another a Scania, a R500 V8, in 2006. It was dedicated to the Swiss Racing Sport legend Jo Siffert and decorated accordingly. This vehicle is still in the fleet today. After this second Show truck, it became relatively quiet around Müller, but Franz had further ideas. In 2014, he had a Scania articulated lorry designed in honour of Abba. The vehicle not only cleaned up prizes at the Power Truck Show in Finland, but also at the famous ‘Nordic Trophy’ show in Sweden.

The Müller Ermensee GmbH has been responsible for delivering food to all grocery stores in the Engadin valley since 2005. In order to service this region, even in deepest winter, some all-wheel drive vehicles or vehicles with Hydrodrive give a great advantage. The trips to the Engadin take Franz Müller over mountain passes and roads that are 2000 m above sea level and higher, for example, the Bernina. Through blowing snow and icy roads, they can only cope thanks to the additional traction on the front axles. In addition to the MAN tractor lorries with Hydrodrive, Müller also uses a Scania articulated lorry with all-wheel drive. The slogan for this vehicle is the ‘Crown Jewel’ and it is still in use. The Hydrodrive vehicles are also well suited for these trips although the oil temperature

of the system reaches very high levels during use because, on the routes that Müller drives, the system is engaged for a relatively long time as it used for more than start-up assistance.

### More Show Trucks

Müller definitively had ‘tasted blood’ and continued to turn his ideas into reality. In 2015, he put ‘Mary Lou’ on the road, a white MAN TGX, dedicated to the women in his life. In 2016, as well as the ‘Wind Rose’ (Wind Rose), a further MAN TGX with Hydrodrive, a completely new Scania named ‘Diamond Fever’ went on the road. It was the very newest of the ‘New S’ from Scania and was the first registered in Switzerland. The green lacquer coat sparkles because of its special paint which is mixed with diamond powder. And the fever? Franz and his crew have it: their vehicles and the Show Truck life would not be possible without passion.

The next drum roll came in 2017: Franz Müller ordered a complete truck and trailer unit as a show truck. The theme for it was the boxing champion ‘Cassius Clay’ better known under the name Muhammed Ali. In 2018, two ‘simpler’ projects followed, namely Platinum and Cristallo, which were not as extravagant as their predecessors. The ‘Eidechse’ (lizard) or Lézard, which is an advertisement for the wines from the Aigle region, followed in 2019.

Franz already has ideas for more new projects which are slowly taking shape and we look forward to seeing what else will appear from the green Ermensee folks.

### Müller Transporte by numbers

Founding year	1923
Employees	12
Vehicles	10 Scania with refrigerated trailers from VéDéCar
Homepage	<a href="http://www.muellertransporte.ch">www.muellertransporte.ch</a>



# 75 years of construction machines from England

## JCB 3 C

by Ulf Böge

In 1956, Joseph Cyril Bamford had an idea for a new all-purpose construction machine, developed for the first time in a complete unit as 'Hydral-Digga Loadall'. He was inspired when he attached the small and newly-developed JCB rear excavator arm with a 180° pivoting range to a Fordson-Major tractor and then attached the JCB-Major Loader to the front. This turned out to be the birth of the European excavator loader which from then on, with the addition of many other details, developed into a construction machine used world-wide.

Derek Prime, who headed development, was extremely innovative in the development and construction of the JCB excavator loaders. In the end, it was he who came up with the many technological features which became the basis of the machine. Currently, over 750,000 units of the JCB excavator loader have been sold. Derek's biggest success came in 1961 with the JCB 3. The machine differed in many important respects from the larger JCB 4; it offered a completely new design. Until that time, JCB excavator loaders were built exclusively using Fordson tractors as a base. Everything was different on the JCB 3 which had an integrated upper chassis over a Ford

**JCB was founded in 1945 by Joseph Cyril Bamford working in his workshop in the British town of Uttoxeter. JCB soon became a synonym for excavator loaders worldwide. There was even a JCB 3 C model of this classic design made by Corgi ...**

drive unit. Petrol and hydraulic tanks were located inside the 'Hydrachassis' which by itself was a natural 4.5 m<sup>2</sup> cooling surface thus did not require an additional cooling blower. The cabin was new, being considerably larger and easier to access when compared to regular tractors.

An exceptional design feature was the novel 'Hydra-Slide' system. The rear excavator arm moved sideways over the full width of the machine. When four screws were loosened, the excavator could slide its under own power into the desired position on the 2 m long cross beam. Working along obstacles was now problem free. To use as little space as possible, the two supports were constructed vertically. Excavating was operated with a modern two-lever control system, however, the loader had only a single-lever control with neutral position in the middle.

In 1962, the JCB 3 became the manufacturer's first promotional

model. It was offered in England for 3 Shillings as a 1:76 plastic kit from Airfix B.R. Lowmac.

### JCB 3 C

In 1963, the Brits leapt forward in design with the JCB 3 C which is legendary even today. Here too the excavator mounting block and the front axle yoke were a single frame unit. The new type was designed to fill the gap between the JCB 3 and JCB 4 excavator loaders and was designed at that time as an answer to the increasing demands of rental companies for dependency, simplicity, and efficiency. It also included a completely newly designed cabin with easy to access side slide doors. The driver now sat on a newly designed swiveling seat which could be indefinitely adjusted to the desired position along the longitudinal direction of the machine. From this seat, driving on the road, rear excavator and loading bucket operations could all

be made from the same seat. The product promotion claimed that, 'You simply swing from the loading position to the excavating position'. Initially, the JCB 3 C had a Fordson engine but, later on, it had a B. M. C. drive unit with 58 or 60 hp. The excavator loader also had a high performance single disc dry clutch with a sintered bronze surface. The unit had 16.9 x 28" rear tires and 9.0 x 16" front tires. The hydraulic wing pump worked with a pressure of 123 atü (17.84 Psi) and pumped a maximum of 109 liters per minute through the short hoses that were protected with double-braided wire loops.

### Improved tools

The rear excavator and front loader were also re-designed on the

JCB 3 C. The excavator reached a digging depth of 3.6 meters, a dumping height of 3.2 meters and had a working radius of 200°. With the so-called 'triple-purpose bucket' with a 0.2 m<sup>3</sup> capacity with could be used as a backhoe or front shovel or as special bucket for vertical work; performances of up to 61 m<sup>3</sup> per hour could be achieved. Other optional equipment for the rear excavator were a 'clay bucket' and a 'ditch cleaner' bucket. The front loader was delivered with the standard bucket with 0.5 m<sup>3</sup> capacity. There were other attachments available like a dozer blade, a ripper and a crane hook. All of the front attachments were operated directly over the piston rods without a diversion circuit.

The JCB 3 C became a great success right from its initial introduc-

tion. In 1962, JCB's total production was 1,500 machines. With the JCB 3 C, production grew to 2,300 in 1963 and only a year later, the brand was able to break through the 3,100-piece level. It is certainly not an exaggeration to say that this excavator loader was responsible for the company's fame in the following decades. The next generation, the JCB 3C II followed in 1967, this time with a 70 hp engine from Leyland. A further 10 years on, the JCB C III arrived to the market. Many additional types, the JCB 2 D, JCB 3 D and JCB 4 D appeared in the 70s until, in 1980, with the introduction of the JCB 3 CX, a completely new chapter of JCB excavator loaders began.



**Jahrbuch Baumaschinen 2021**

Published by Podszun Verlag. Several authors, size 24 x 17 cm, 141 pages, 280 pictures, cloth cover, ISBN 978-3-86133-974-8.

Twenty years have passed since Podszun published their first issue of the Construction Machine Yearbook. The concept then and still today is many pictures with sparse text. This issue begins with a report about mining using wheel loaders, dumpers and scrapers from Terex. Carsten Bengs writes about the 140 t LMG L1801 cable-operated excavator, the largest ever built by O&K/LMG. For all those who were not able to visit Las Vegas this time, Ulf Böge shows what could be seen at the Conexpo 2020 and also writes about the RH6 which is O&K's longest-running series of hydraulic excavators. A further report is about O&K cable-controlled excavators of the 60s. (up)

**Jahrbuch Lastwagen 2021**

Published by Podszun Verlag. Several authors, size 24 x 17 cm, 144 pages, 280 pictures, cloth cover, ISBN 978-3-86133-971-7.

Heavy-duty transport fans will be happy with the 101-year history of Hegmann Transit. Riviera-Pool used an interesting fleet of vehicles for the transport of GFK-Pools. The Stetter concrete mixers at work is a continuation of an article in the 2004 issue. Municipal vehicles are featured with garbage trucks from Haller. We are transported to Azerbaijan to look at older and newer Russian lorries. Erich Weiss rounds out the contents of this year's book with the history of the freight hauler Spedition Erich Weiss. And lastly, street scenes from Dortmund in the 70s, originally taken to document how the fire brigade had trouble in fighting its way through the ever-increasing traffic volume. (eu)

**Jahrbuch Schwertransporte & Autokrane 2021**

Published by Podszun Verlag. Several authors, size 24 x 17 cm, 144 pages, 280 pictures, cloth cover, ISBN 978-3-86133-976-2.

The articles contained in this new yearbook take the reader from the Swiss mountains with steel cable transports for cable cars from Wipfli, over to Basle where a lighthouse ship is lifted out of the Rhein River and on to the Emsland where a container transport had tipped over at the beginning of the year. A side trip takes us to England where Collet made several wind turbine transports and then we close the circle with a crane deployment from Schmidbauer for Frederici. Over all, it is not the texts but the first-class pictures and the great variety of articles which make these yearbooks so very interesting. They should be part of everyone's book collection. (eu)

**Jahrbuch Kommunalfahrzeuge 2021**

Published by Podszun Verlag. Several authors, size 24 x 17 cm, 144 pages, 280 pictures, cloth cover, ISBN 978-3-86133-978-6.

Beginning the second issue on this theme we are introduced to new releases from Bucher to Zoeller which enrich this market segment. This book also takes us to Russia where at the Gagarin Airport in Saratov a fleet of MAN trucks is in charge of snow clearing. A further theme is the 100-year history of Faun which logically focusses on the municipal superstructures for which they are famous. For tractor fans, there is an article about snow clearing on the Burbach Airport and the interesting history of Hakotrac and Hakorette. The book ends with an overview of the vehicle fleet used by the highway maintenance department for the Isental Highway. (eu)

## Transports and cranes in the harbour, part IV

# Refinery tower column

by Markus Lindner

The column of a refinery tower is a piece of engineered processing equipment designed to separate substance mixtures using thermal processes. In principle, it is a high tower with several floors separated by special compartments. Liquids that have parts with separate boiling temperatures can be separated by vaporizing and condensing into so-called fractions which are collected on separate floors in segregated compartments from which they are removed.

The best known application of such columns is the refining of crude oil to produce a variety of oil-based products from gases up to heating oil and bitumen. Other columns are used for the further refining of these crude oil products within the refinery. These columns are also used for many other manufacturing processes like the making of basic chemicals.

Measurements and weight of a column depends upon its use, as well as what kind of temperatures and pressures it must withstand. Generally, the columns are made in a cylindrical shape with a side feeding pipe and exit pipes at various heights for the removal of the fractured products. The top half sphere belongs with it as does its base with flanges for securely screwing down the column to its foundation.

In reality, the column shown here would be have a height of around 37

**To finish off the harbour diorama project, a special load is on the program. A 130-ton refinery column tower is loaded from a pontoon on to a heavy-duty transport combination for its final destination ...**

m and a diameter of 3.75 m, not untypical for a prototype.

Main column towers in large refineries can reach heights of 50 to 70 m and can weigh up to 400 tons.

The column is transported by water from the manufacturing plant, located in the Emsland, and is then loaded on to a heavy-duty transport combination for the last kilometers of its journey.

The loading is done as a tandem lift with a Faun ATF 400-6 and a Liebherr LTM 1350-6, both equipped with a Superlift equipment package and fully ballasted. A Scheuerle 18-axle Intercombi combination sits ready for the on-road transport. Being relatively easy to copy in model form because of the large measurements of the prototype and the readily available components found in hardware and hobby stores makes such a column an attractive modeling project.

### Construction of the column

The basic body is constructed from a piece of HT drain pipe, code DN 75, and the top is made from a

halved 80 mm acrylic sphere such as offered in hobby stores for craft projects. In order for the 80 mm half sphere not to overhang the 75 mm pipe, it must be shortened by a bit, so, strictly speaking, it is no longer a half sphere.

This job is best done on a band saw with a purpose-made plywood jig into which the half sphere is inserted and secured. The Proxxon Company offers their model MBs 240/E, a small bandsaw ideally suited for this purpose; other companies have similar products.

A hook-up pipe with a flange (electric plastic conduit pipe plus a flange made from a milled plastic part) is added before the half sphere-shaped top is glued to the basic column body. Several connecting pipe hook-ups are added to the body as well as some lifting rings to load for a crane to erect the column with later. To prevent the load from shearing off, these are made from a continuous piece of aluminum pipe. Some other important details are over 100 connecting plates which are used to attach to the erected co-

lumn ladders and walkways later on at the destination point. These are made from simple plastic strip stock with a nub that fits into the previously-drilled 2 mm diameter holes where they are glued in place.

The complex footing for the column is made up from different milled parts especially made for the column project. Near the footing are two oblong openings in the column wall; from the bottom of one comes

a drain pipe which leads outside. This lower column floor is at around 4.00 m height, and because of its convex form needs some special attention.

The starting point is a half of a 100 mm diameter medallion sourced from hobby and decoration stores. With the help of a hole cutter attachment, a 71 mm diameter hole is cut out thus making the base for the column floor. The hook-up pipe was

made from a cut-off piece of a plastic chain link such as used to secure parking spaces or to restrict property access, plus a milled piece of plastic as a flange. This construction is then inserted into the column pipe with the help of two exactly fitting discs.

The assembly is then spray painted with a light grey primer coat. The bottom foot plate is painted white to set it off from the rest. This is achieved by applying some Tamiya masking tape on the section to be painted white.

Two bearing blocks, made from plastic millings or profiles, are glued to the column to enable easier handling.

The now finished column has two posters advertising the maker 'Barlage' from Emsland, which in the past has produced a large number of similar columns for a variety of customers.

Now that the column is completely equipped, it is ready for its challenging trip.

### Dioramas for sale

The problem with dioramas, of course, is the space they require, something which is limited for model builders. And because Markus Lindner's greatest joy is building them, he sells the finished dioramas after the stories have been published. In order for the author to show us more of his sparkling ideas in model form and for us to showcase them here, please contact him. The harbour project has already been spoken for but earlier projects are still available.

Please contact him at [info@projectone.de](mailto:info@projectone.de)

# Our partner page

## A visit to one of our suppliers

We visited our supplier of Kirchheimer shell limestone. The quarry is situated outside the village of Kirchheim, south of Würzburg in Germany. Its reserves are almost immeasurable; however, the very usable layers are about 20 meters

below ground. That means 20 meters of soil must be removed in order to get at the few meters of desirable stone. The removal of the soil was sub-contracted to an owner-operator while the excavation of the stone layer was done by the company. The

Kirchheimer Muschelkalkwerke (Kirchheimer shell limestone works) process the precious stone in the nearby stone cutting factory where they make stones for walls, slabs for floors and steps for stairs.

## More carrying capacity and driving force

Since February 2018, the prototype of a dumping trailer with powered axle has travelled practically trouble-free for 170,000 km and now four more dumping trailers from Schwarzmüller, all with powered axles, have joined the fleet. The hydraulically-powered axle assists the articulated truck up to a speed of

18 km/h. In combination with a 4x2 tractor unit from MAN, it gives it a high carrying capacity with a low tare weight, better maneuverability, lower tire wear and more security for the drivers thanks to an Infoterminal. The whole combination has a tare weight of only 13,300 kg which results in a very impressive

freight capacity of 26,700 kg. With more material transported per trip, less fuel is used per ton transported. As well as the most modern engine technology, the new 4x2 tractor trucks from MAN contain the newest safety features like a camera for blind spots.

## Toy Fair moved to the summer

### This is what the manufacturers say

Given the current circumstances, it was to be expected that the 2021 Toy Fair would not be business as usual. Even so, a marketing representative said that the press release from the Toy Fair management announcing that the Toy Fair would be postponed to next summer 'hit us like a bomb'. But what are the consequences for the 2021 model year? We asked three questions of all the producers who traditionally participate in the Toy Fair or have their own:

1. What was your first thought when you received the information from the fair management at the end of September?
2. What does the new Toy Fair date mean for the 2021 model year? Will new items and model announcements be postponed?
3. Do you see opportunities or disadvantages if the Toy Fair is held in the

Thank you very much for taking the time to answer our questions.



**Michael Ludwig,**  
Managing Director, NZG

1. That fits well for us because it enables us to celebrate the birthday of our daughter. The poor child has always had her birthday during the Toy Show. Also, the weather is better during the summer.
2. For us, the date of the Toy Fair plays only a minor role since we are always guided by the introduction of the originals to the market. We do not keep any new items

specifically for the Toy Fair because, as we mentioned above, the industry doesn't wait with their introductions of new models.

3. Because of the need for a certain lead time for production it will be more difficult to assess the Christmas business and so we have to plan more carefully for this which many have an impact on our sales volumes. In consequence, some delivery dates for new models will be pushed into the New Year. After receiving our newsletter, the retail sector will also have to re-think their sales strategies and respond with the appropriate volume of orders. I do not think that the success of one of our models is dependent on date of the Toy Fair. In this case, we hope that the summer of 2021 will surprise us.

**Klaas de Vries, Managing Director, Mahler + Partner**



1. For us it was not a real surprise. We had feared that the next Toy Fair would become a German Fair without any foreign visitors. In particular, it is almost impossible for participants from outside the EU to plan a visit at this time.
2. Normally, during October/November I am in the Far East discussing exactly these kinds of themes. Nowadays we have to rely on the now-famous communication tools like Teams etc. Honestly, I miss the person-to-person meetings. It is a question I cannot currently answer.
3. The disadvantage is that by then the year is almost gone. Factories have their 'production high season' in the summer in order for the merchandise to reach their customers before the end of the year. To translate new ideas into actions and to then create these new items at the same time would be rather difficult.

The advantage is that then we can meet with our customers and I already look forward to these in-person conversations. But, please, no-one should entertain the thought of moving the Toy Fair to the summer permanently.

**Peter-Jan van Doorn,**  
Managing Director, WSI



1. On the basis of what has been happening over the last months, the change of Toy Fair date to the summer of 2021 does not surprise us. Taking the current situation into consideration, next year is probably the only chance of having a Toy Fair.
2. We still have to speak with our industry partners on this subject. Naturally, we will take the wishes of our customers into consideration, co-ordinate releases with them and then make combined announcements. Regrettably, we are currently unable to say when this will be.
3. The weather in the summer can be an advantage or disadvantage; it remains to be seen which applies. Additionally, some of the German Federal States have their summer holidays at the time which could be a negative impact on visitor numbers. In general we calculate on a significantly reduced visitor attendance.



# New on the market

## Tekno 1:50

With the S-Way, Tekno launches the completely new cabin of the current Iveco series and announces its first colour variations. Our pictures show the very promising prototypes from the original metal molds. The very first colour variation will be an exclusive model for the 2021 Rüssel Truckshow.

## Bespoke crane model from Conrad

Conrad is going down a new road with the production of a large crane: the Demag AC1000 in the livery of the British 'Baldwins' company will be produced in the exact number of pre-ordered models. With this step, the manufacturer wants to ensure that all interes-

ted collectors will be satisfied and at the same time to prevent overproduction. The demand for this attractive colour scheme was apparently very high and even though the deadline for pre-orders was October the 30th, the crane may still be ordered from dealers who have taken this into consideration.

## Toprun/ Friderici 1:43

Co-operation between Friderici and Ferdy de Martin from Toprun has resulted in the creation of a model of the well-known tractor and trailer set with a Kenworth K100 Aerodyne cabin and Jumbo trailer in 1:43 which will be available shortly. Made from metal and resin, the model is a good replication of the luxurious driver's cabin. Many chromed details have been added. To the great joy of many, the Kenworth K100 Aerodyne was also announced as available in 1:50. It should be released in the spring, together with other trailers ([shop.friderici.com](http://shop.friderici.com) or [toprun.ch/shop](http://toprun.ch/shop)).

### Christine Conrad, Managing Director, Conrad

1. I was surprised! In principle I find the apparent 'flexibility' of the Toy Fair very good. In these times one has to have courage to think outside the box.
2. We announce new items all year long which works very well in our digital world even without a Toy Fair (we are currently completely revamping our online presence). Since 2016 Conrad has not had a presence at the Toy Fair because we have run our own 'very popular in-house fair' concurrent with the fair. Trade customers, collectors and fans can visit us at the same time.
3. Whether the Toy Fair happens in the winter or summer is of no consequence to us. Certainly, the frost-free road traffic in the summer would make travelling easier and result in an even larger customer attendance for us. In any case, we have come up with some ideas for both dates and hope we can surprise all of you!



## Universal Hobbies 1:50

The Komatsu PW148-10 mobile excavator which we first introduced in issue 5-2015 has been released in a limited series of 500 pieces each of black and white. The finely detailed models with adjustable boom, quick coupler and two buckets suit the colours very well. Once again, it is surprising what kind of impression a model in a different livery can evoke. The metal content for these models is extremely high.

## Siku 1:87 / Blister

Siku has released its TGX XXL cabin in 1:87 making it up-to-date with the 2020 version. With the new 4x6 chassis and new low-deck trailer in metallic blue it is ready for work. The completely new load in the shape of a JCB wheel loader has a surprisingly high degree of functionality making it possible to load dumpers realistically. New in the 'close to 1:87' scale is a set that contains a Scania concrete mixer and a Bergmann 3012 dumper in white/ grey or red.s0

## GMTS / Eberhard 1:50

Newly released in the series of Eberhard's historic vehicles is this Magirus Deutz 320D30 from GMTS. We will introduce this fine resin model to you in an upcoming issue.

### Collector's guide

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

Type	Scale	Maker	Available from	Infos
Caterpillar 988B two versions	1:48	CCM	Dealers	<a href="http://www.ccmmodels.com">www.ccmmodels.com</a>
Liebherr R 938 V «Converso»	1:50	Conrad	Dealers	<a href="http://www.conrad-modelle.de">www.conrad-modelle.de</a>
Case ED1200 (CX800) demolition «Vitali»	1:50	Conrad	Exclusive Giftmodels	<a href="http://www.giftmodels.it">www.giftmodels.it</a>
MAN TGS L 8x4 halfpipe «Werner»	1:50	Conrad	Dealers	<a href="http://www.conrad-modelle.de">www.conrad-modelle.de</a>
Bucher CityCat V20 white	1:50	Conrad	Dealers	<a href="http://www.conrad-modelle.de">www.conrad-modelle.de</a>
Zoomlion ZCC9800W crawler crane	1:50	Dongguan	Dealers	—
John Deere 844L	1:50	Ertl	Dealers	—
1956 Autocar DC-100T 6x4	1:50	Fire Replicas	Dealers	<a href="http://www.nzg.de">www.nzg.de</a>
1956 Autocar DC-75T 6x4 sleeper «Jerry Howard's»	1:50	Fire Replicas	Dealers	<a href="http://www.nzg.de">www.nzg.de</a>
Demag AC 700-9 «Huatiang», «M.J. van Riel»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
Demag AC 220-5 «Davies»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
Demag AC 45 City «Steil», «Roxu»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
MB Actros SLT 8x4 / Nooteboom MCO «Zwagerman»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
MB Actros SLT 8x4 «Meier & Sohn», «Laso», «Braanker», «Westdijk»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
MB Actros 6x2 «Ter Linden»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
MB Actros 6x4 / ballast trailer «McGovern»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
MB Arocs 6x4 / ballast trailer «Kavanagh»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
MB Arocs 6x4 / Semi lowloader «Scholpp»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
MB Zetros 6x6 «military green»	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
Loads bridge and transformer	1:50	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>
MB Arocs 4x2 / semi tipper «Leonhard Weiss», «Max Wild»	1:50	NZG	Dealers	<a href="http://www.nzg.de">www.nzg.de</a>
Tadano GR-1000XLL-4 / GR-1000EX-4	1:50	Replicars	Dealers	—
Sumitomo SCX3500-3 crawler crane	1:50	Replicars	Dealers	—
Sumitomo SH 480 LHD	1:50	Replicars	Dealers	—
Scania R Next 6x4 / Meusburger lowloader «M. Brunner»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Scania R Next 6x4 / semi tipper trailer «Furtmeier»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Scania 146 6x4 «Stangeland»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Scania 141 4x2 «Dellemans»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Liebherr R 9150B yellow	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Liebherr LTM 1750-9.1 «Thömen», «Mediaco», «Digging & Rigging»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Liebherr LTM 1090-4.2 «MSG», «Wasel», «Jinert»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Liebherr MK140 «Koninklijke Saan / Giraffe»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Scania S 10x4 / lowloader «Esser»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Scania R 8x2 / Palfinger PK92002 «Wagenborg»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Volvo FH4 6x4 / Nooteboom MCO PX «Schoones»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Volvo FH4 6x4 / semi lowloader «Van der Haar»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Volvo FH4 8x2 / Fassi 1100 «Nordic Crane»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Volvo FH4 4x2 / stone trailer «Bolwijn»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
MB Actros SLT 8x4 / lowloader «Bolk»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
MB Actros SLT 8x4 / lowloader «P. Adams»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
MB Arocs SLT 8x6 / lowloader «Affolter»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
MB Arocs SLT 8x6 / ballast box «Sabesa»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
MB Arocs SLT 8x4 / semi lowloader «Cepelludo»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
MB Arocs MP4 6x4 / semi tipper trailer «Eberhard»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
DAF XF 4x2 / semi lowloader «Postma»	1:50	WSI	Dealers	<a href="http://www.wsi-collectors.com">www.wsi-collectors.com</a>
Liebherr LTM 1450-8.1 «Wagenborg», «Jenniskens»	1:87	IMC	Dealers	<a href="http://www.imcmodels.eu">www.imcmodels.eu</a>

## News in brief

### 90 years Kobelco

Japan's Kobelco Construction Machinery built their first excavator in 1930. It was an electric-powered cable-operated excavator designated as 50-K. Commencing in 1956, they produced the cable-operated excavators under license from P&H. In 1967, based on P&H's hydraulic design, Kobelco produced the H208 which was the first hydraulic excavator. The 132 t K975 was the largest excavator in their line-up. The first short tail mini excavator followed in 1996. In 2006, Kobelco revealed the SK3500D followed by the world's largest demolition excavator with a working weight of 328 t and a working height of 65 m. The current product range has hydraulic excavators up to the 80 t class and tracked cranes up to a 450 t capacity. (up)

### Caterpillar D9

45 years ago, Caterpillar introduced the first D9 bulldozer. It had 260 hp and a weight just shy of 26 t as the main specifications. These numbers are doubled for the newest version of the D9. The dozer now brings 50 t to the scales and the built-in C18 engine produces 468 hp or 349 kW. The motor complies with the current exhaust controls of EU Step V and US Tier 4 final. Thanks to the new torque converter, compared to the previous model, the D9T's fuel consumption is reduced by 5%. Every second bulldozer in this class sold around the world today is a Cat. The history of a legend continues. (up)

### Mercedes GenH2 Truck

On September the 17th, Mercedes-Benz celebrated the world premiere of the GenH2 Truck which has a range of 1,000 km. The hydrogen-powered long-distance lorry will be customer tested by 2023 and regular serial production is slated to begin mid-century. Mercedes is betting on liquid hydrogen but not in gas form like most of its competitors. With this technology, the GenH2 has similar performance values to a conventional diesel-powered lorry and so becomes interesting for the long-distance hauling sector. At 40 t total weight, the freight-carrying capacity is thought to remain at 25 t. Its propulsion system is the new ePowertrain, an electrical prop shaft which will be introduced on a modular basis. The ePowertrain will be used in all battery-electric or fuel cell vehicles. (eu)

### First MAN TGX in use

It must be a real fan if a company banishes its own name from the cabin sides and instead puts 'Büsing' lettering over the radiator! No wonder then that one of the first of the new TGXs was delivered to the Johann Krieger GmbH & Co. KG. The hauling company in the lower Bavaria town of Rothenburg is active mainly in the traffic to and from Italy transporting tiles, marble and glass as well as beverages and automobile parts. Managing director Johann Krieger is happy: "We particularly like the new interior room of the MAN. Additionally, the quiet and comfortable driving conditions are a great help in coping with even long trips". (pd/dw)

### Scania

Scania introduced their new V8 engines at the end of September with a big drum roll. Up to 770 hp and 3700 Nm is the gauntlet thrown down to challenge their competitors. Also, these strong-as-bear engines are supposed to be mere sippers of fuel. The performance steps are new 530, 590, 660 and 770 hp so that now there remains a large gap between the strongest and second strongest engine. Apart from the new engines, Scania is also introducing new gearing, which is supposed to make changing gears quicker thanks to three-shaft brakes. Various improvements to the gears serve to make the gear box 60 kg lighter. At the same time, the full range of features are offered including up to 8 reversing gear steps which allow speeds of up to 54 km/h which is very helpful on road and tunnel construction sites. The new V8 engine is said to save up to 6% of fuel when used in conjunction with the new G33 gear box. (eu)

### Komatsu D475A-8

A rivalry between the Komatsu D475A and the Caterpillar D11 has been running since 1987. Following Cat's release of their new D11 Dozer with a 104-t working weight at the end of 2018, Komatsu followed suit with the Dash-8 version of the D475A in the spring of the next year. With its 112.6 t the new Komatsu is a bit heavier. The 12-cylinder engine conforms to the current exhaust protocol step V and produces 664 kW and 890 hp. That is a few hp more than the Cat. Blade capacities are the same 27.2 m<sup>3</sup> with the SU blade and 34.4 m<sup>3</sup> with the U blade. (up)