Laster & Bagger

Laster & Bagger

Fr. 14.– / € 12.– (D), € 13.– (andere Länder)

English text at lasterundbagger.net

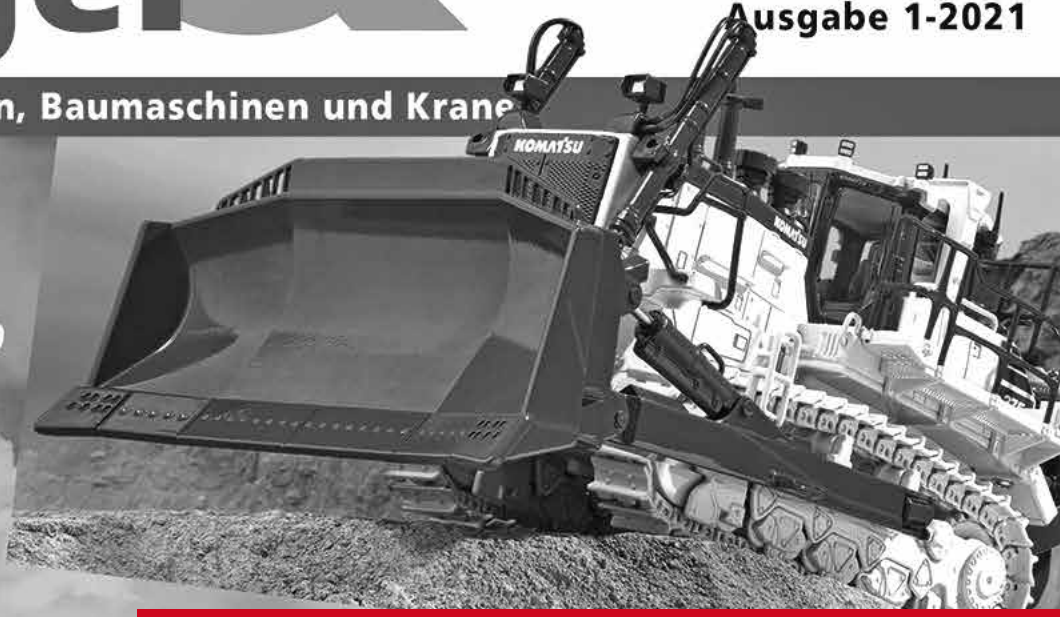
Ausgabe 1-2021

Modelle von Lastwagen, Baumaschinen und Krane

Mit Wettbewerb

First Gear 1:50

Komatsu D375A-8

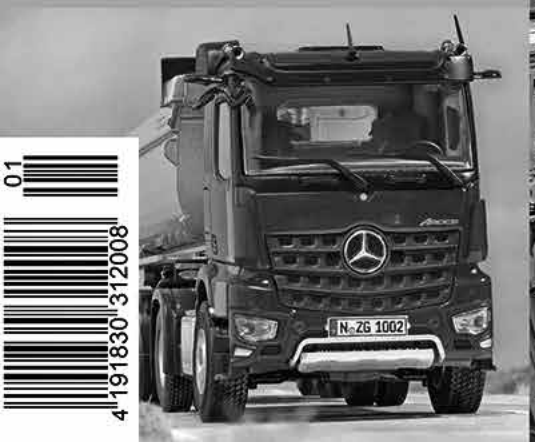


Eigenbau 1:50

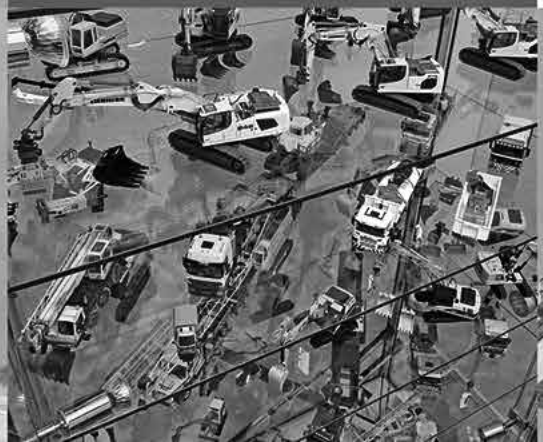
Volvo FB 89

English text

NZG 1:50
Arocs mit Sattelkipper



Sammlerporträt
André Scheidegger



Conrad 1:87
Wolff 7534.16 clear

4 191830 312008 01

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".

Model building brings happiness

While many leisure activities cannot proceed as usual during the Corona times, we model builders can count ourselves lucky that we were able to pursue our hobby without any restrictions.

In this issue model building crops up again and again. In the collector's portrait there are many conversions, and a diorama can be admired. René Tanner altered a Tekno model perfectly. If need be, the new Magirus can be 'helped' with a small intervention, and finally, model building is top of the list in the reader's picture and in the diorama articles.

Even those who call themselves just collectors sometimes reach for tweezers and Super Glue to repair a model or they may use a pair of pliers to straighten a bent item and so, in some small ways, occupy themselves in model building.

A few readers may know that I am also a model builder in my spare time, even though in a different scale. On my private model railway in 1:87 I chose quite deliberately a rather exotic theme: Norway. There is very little 'off the shelf' available which makes model building even more interesting. The main thing for me is not the trains, although they make their runs around the layout once in a while, but the extensive building of models for and around them. So sometimes I may be busy 'house building' for a month and then at other times I will be busy landscaping.

I spent my hobby hours since the summer of 2020 converting four commercial vehicles. All of them were projects which had been sidelined for quite some time but are now built and fully finished. By the way, the Container-Carrier is an older Conrad model, and so, the circle closes again from hobby back to my profession.

I wish you all the best for 2021, and especially good health!

Daniel Wietlisbach

Laster & Bagger online:

www.lasterundbagger.net
www.facebook.com/lasterundbagger
www.twitter.com/lasterundbagger
www.youtube.com/lasterbagger

André Scheidegger collects customized models

Nothing off the shelf

by Daniel Wietlisbach

At 25 years old, André Scheidegger is the youngest collector we have had the pleasure of introducing to our readers. His collection is everything other than standard issue. With few exceptions, specially customized models, not seen every day, have pride of place in his display cases ...

André grew up as an only child in Central Switzerland where his father is a HVAC designer and his mother a trained waitress. Sadly, he never got to know his grandfather who was a construction engineer with ETH/SIA certification. Quite possibly, André's grandfather passed his interest in construction sites on to his son who in turn took his little André to visit many construction sites in the neighborhood. Lorries, heavy-duty transports and machines of the locally based construction company Risi were everywhere. This was probably why from childhood André became a big 'Risi fan' and remains one today. Professionally speaking, his father was more interested in the technological aspects inside the buildings while André was always fascinated by the machines.

As a child, André had many metal or plastic toys which were mainly several sizes of lorries and excavators. Even then, the metal models from Siku and Joal held more value for him. Because André's enthusiasm about construction machines was obvious to everybody, he received many models as presents from both relatives and acquaintances. As he remembers, he got the 'coolest' ones from his parents. Later on, his father gave him five models from his own childhood which were in a surprisingly good condition and today are the oldest pieces exhibited in André's collection.

Schooling and training

During his school years, André used every free minute to play with his models or visit construction sites. When given free choice for the topic of an essay he chose to present the Liebherr Company. In addition to the history of the company, the presentation included explanations of different machinery types and their functions. To better illustrate the topic, he took some of his 1:87 Siku models to school with him.

During his upper 3rd grade, a presentation was once again on the required list. This time André lectured about crawler cranes from Liebherr; he introduced and talked in particular about the LR 13000 with its 3000-t carrying capacity and 240 m lifting height. His enthusiasm infected his classmates as before because many of them had little or no knowledge about construction machines.

When it came to choosing a profession, it was clear to André that only a job in the construction sector would fit the bill. He undertook several work experiences ranging from road builder, to plasterer and construction machine mechanic, in the end deciding upon a bricklayer's apprenticeship. During his trade school time, a large free-choice presentation was on the agenda for the young collector. During a three-month-long 'in depth research project', he had to study and present decide a theme relevant to the profession. Simply memorizing texts was not something the budding bricklayer enjoyed so he came up with something special: with the help of a professional model builder, he made a four-story model, including a tower crane! Finally, he was able to make his presentation to the class and because he had been so immersed in the project, he was

able to speak freely about it without relying on notes.

After his apprenticeship, our collector took several additional courses to become a crane operator, category B, which means that he was allowed to operate all cranes on construction sites, including self-erecting, bottom or top slewing cranes that are cabin or remotely controlled. Whether he will take the crane operator 'A' certification in the future is not yet clear. This certification would allow him to operate mobile, crawling, and lorry-mounted cranes and even those running on rails.

At the company where he apprenticed, Gebrüder Hodel AG, and where he was allowed to stay on after completing his training, André was permitted to operate several cranes with fabrication dates ranging from 1990 to 2019. That construction company generally uses Potain cranes with a height at the hook up to 50 m, extending up to 65 m and with carrying capacities of up to 12 t.

Our collector currently works for the LBG Goldau Company having been there for two years. The company uses bottom slewing cranes exclusively, most of them on a rental basis.

The list of the cranes that André has operated up until now is quite varied: bottom slewing cranes of the types San Marco SMH270D, Vicario OMV330, Condecta E-3010/33, Potain Igo MA21, GMR326D, GTMR331 of different manufacturing years; GTMR336B; Igo T85; and from Liebherr, the 32TT and 42K. Additionally, many top slewing ones from Potain: MC68C, MCT68, MDT98, MDT120, MDT178, MDT189, MDT192, MDT218, MDT219 and MDT268.

To balance work demands, André Scheidegger puts a high value on having hobbies. He not only collects construction machine models but also systematically photographs construction sites. Because he is interested in how they change over time, he visits the same sites frequently over time, beginning with an empty meadow or a demolition project, during excavations and the actual construction works up to the inauguration of the new building. About twice a week, more often during his holidays, he visits current construction sites. Over the last 16 years he amassed over 160,000 pictures from dozens of construction sites. He turns the pictures into photo books and, naturally, he includes his 'own' construction sites in these documents.

Regular visits also allow him to meet the 'right' kind of people so gaining access into the sites and permission to photograph the construction sites from the inside. The hobby photographer's favourite memory was when back in 2005 he was given a chance to operate a Cat 322B LN.

Collector

André can pinpoint the exact date when he began to collect: "On March 5th 2010, at Setec HTM, I purchased my first real model, a Liebherr LTM 1160/2 from Conrad". Seeing the model collection which André began at the age of 15 is definitely worthwhile. He is especially fascinated by how realistically the models have been made, how detailed they are and what is their degree of prototypical functionality. As a collector, he looks at the originals with different eyes, always finding some details that otherwise he would have overlooked.

The main focal points of his collection are excavators and mobile cranes in 1:50. Tower cranes in 1:87, lorries and heavy-duty transports in both scales were added later on. Following the end of his apprenticeship, the collector dared to self-build his first models which a model-building friend spray painted and lettered for him with the 'Risi' logos, of course!

The Collector

Scheidegger (25) apprenticed as a bricklayer at EFZ and also trained to become a category B crane operator. Currently, he is working as a bricklayer/crane operator. For the last thirteen years, in addition to collecting models and photographing construction sites, the musically gifted André has played the 'Schwyzerörgeli' accordion, a type used to play Swiss folk music.

He lives with his girlfriend Seraina Aregger in Baar, Switzerland. To visit him and his collection, please contact him to make an appointment. Email is preferred: andre.scheidegger@bluewin.ch

Such unique pieces had a high value for the collector and other ones soon followed. He meets other model builders this way, one of them being Erwin Greber who customizes and modifies models ordered by André, using original plans. The 'Risi' fleet has now grown to 15 models and has pride of place in his collection. There are a further 30 models stored in their boxes awaiting customization; about a third of them will have the Risi logo.

Scratch-built models

Seldom are the other models simply taken out of their boxes without larger or smaller modifications being made to them. It would be a mistake to think that because the collector is young, he exhibits only current models. André is also interested in the history of construction machines.

As with many collectors, his biggest problem the space requirement; in his three glass display cabinets there is room to show only about 100 models, about a quarter of his collection. Nevertheless, in the flat he shares with his girlfriend there is a room dedicated to his hobby.

Modifications and re-builds are often made using parts of several models. The collector does smaller preparation work on lower chassis, swaps out equipment on excavators and makes cabin or structural changes on lorries at home. Milling, drilling, re-painting work and lettering is done by some of his model-building friends who choose to remain anonymous. The quality of their workmanship is such that they are more than fully occupied with work as it is.

André gets excavator models with many additional supply lines and special equipment, sometimes with alterations by model builders Patrick Lang and Vincenzo Paradiso. He has also bespoke some upgraded models from the exclusive Refo-Tech Company in Germany. He found some of his scratch-built or upgraded models on several auction platforms.

Building dioramas has been another of his hobbies since his apprenticeship. He built a two-part showpiece displaying a building under construction plus some civic engineering work. The scale is 1:87 which is suitable for the display of some of his 26 slewing tower cranes. On the civic engineering side, further machinery and lorries in 1:87 can be seen. The high degree of detailing makes it easy to conclude that the creator is a professional in the construction trade. For eight years now, André has been a member of the Modeleisenbahnclub (Model Railway Club) Baar (MEB). He is responsible for several construction sites scenes on the club's O scale layout and re-arranges them each year for the club's open house. He always dreams of being permitted to build a complete, permanent construction site for the layout. André's friends think that he is a little bit 'crazy' but agree that his work is 'cool' and that the hobby suits him perfectly.

Laster & Bagger

Imprint

U1-publishing GmbH
Postfach 135
CH-3322 Schönbühl
+41 (0)78 601 74 44
www.lasterundbagger.net
redaktion@lasterundbagger.net

Redaktion Daniel Wietlisbach (dw)

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

Druck D+L Printpartner GmbH, D-46395 Bocholt

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

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

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

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

ISSN 2504-0405

Volvo FB 89 Skagerak Fiskeexsport A/S

Fish from Denmark

by René Tanner

René Tanner thinks of himself as more a model builder than a collector, but certain models produced in series do fascinate him. Some of them migrate into a pan with Nitro solvent, later to be completely rebuilt. He keeps some models in their company liveries. These receive some rather easy modifications …

During the last years, I slowed down a little with my modifications and scratch building. I am now in a five-year cycle for the same scratch-built item that took about half a year earlier on in my life. I found the Volvo shown here at a swap meet in the Dutch town of Houten in 2017 visiting the stand three times before deciding on the purchase. The many small faults on the displayed piece made me hesitate at first and I deliberated whether it was worth the effort to do the alterations or not. The printed-on company name and the colourful appearance finally won me over. Personally, I prefer to work on existing models, even if it only takes minor changes to improve them. Sometimes, as on the Volvo FB 89 'ASG' (see issue 4-2018), a complete re-build emerges because the way the model was made was not even close to the original. On the Skagerak frozen fish combination, the corrective changes were minimal.

Modifications with delays

Once I arrived home, my mind full of impressions and ideas, I started to disassemble the model into its parts and began the modifications. Most of the time, I start with the tires because the lamentable thin-wall tires are not even close to the common 12.00 tires used on the original. Modern tires can be purchased by the piece at tekno.nl or truckmodel.at. Made pliable by softening them with a hair dryer they were then mounted on the rims. After that, the modification began, during which I lost my direction and finally put the model aside. Even such breaks in the model building process can contribute to the final result. Much was not ready; several paint jobs and the adjustment of the two cooler boxes had yet to be made.

During this break I worked on a Scania LB 76 kit in 1:24 by J.C. Lescrenier which I wanted to detail in great style. After visiting a few model exhibitions I recognized the detailing potential in the larger scale. Such moments of epiphany inspire me in such a way that everything else gets put on the back burner.

But, on my 50th birthday, a very good friend and fellow collector came to me and asked me to modify his FB 89 'Skagerak' for him. It would take a whole year for both models to be finished. My guilty conscience about my collector friend made me put the already begun 76er into the parts box with the other relics. Both Volvos returned to the workbench and I modified each of them at the same time, changed the same details and painted both at the same time. Exactly on my 51st birthday we met again for a cozy evening with music and a glass of wine and I handed over the finished Volvo model. The collector was very happy with the end result which had to have more surgery than originally planned so he quickly forgot the lengthy waiting time.

The cabins got new headboards made from 1.5 mm plastic sheet stock with appropriate lettering made with a Brother Label Printer. A roof rack and two air horns each side came from my parts box. The

interior was upgraded with curtains made from folded paper as well as the freshly re-painted seats and engine hump. According to the construction year, the glass on the sides was tinted on the inside and the obligatory sleeping bags, made from folded crepe paper, found their place on the lower bunk.

I used some red, self-adhesive foil and stuck it behind the radiator because this was visible on the original. I now tackled the cab side mounts; on the original they were covered with black vinyl because the Danes wanted to prevent scratches. For this I used pieces cut out from an old cover of an insurance agenda. These agendas are also very suitable for use as material in the production of flaps on the mudguards. Underneath the front bumper there were four additional headlights which had to be copied in model form. First the frames of the additional headlights were painted and then filled with two-component epoxy. The frame itself was made from 0.8 mm florist wire. For the license plates I usually like to use photos of the original if possible, otherwise the Label Printer helps.

On the chassis I installed the elevated trailing axle, made supply lines for the diesel tanks and re-positioned the tool boxes. The trailing axle remained in its position. I lowered the other axle boxes 2 to 3 mm by filing down the axle bearings and kept the axles in position by gluing on a support block. This necessitated an adjustment to the drive shaft to adapt it to the new axle height. Next the mudguards were repositioned. Further small details were the Rockinger coupling with bolts for which I made the air hoses from 1.0 mm hook-up wire by taking the inner copper wire out and using the covering.

The way Tekno designs and then makes a model does not always produce the correct results. Taking the construction year into consideration, the insulated boxes were a bit too high which seemed even more obvious with the lifted-up trailing axle. In consequence, I made a template of the mudguards then sanded, filled and fitted them on to the upper box chassis and then repainted the mudguard assembly. By doing this, the height differential was somewhat diminished. The height at the corner of the upper chassis was to be 4 meters or 8 centimeters on the model. It was a bit better but still a little too high.

Both trailers were also disassembled into their parts. First, the rear axle was positioned a bit further back and so ‘stretched’ optically. By doing so, I achieved the ‘typical Scandinavian look’. The mudguards had to be glued into newly drilled holes. I soldered together new A frame draw bars from brass profiles replacing the standard Tekno ones which on all their models are too long. The tool boxes and the spare wheel carrier were also adapted to their correct positions and glued on. As previously mentioned, the mud flaps made from agenda covers were glued on and given new logos made in the Label Printer.

Tekno is still giving their Scandinavian models the incorrect rear light carriers, even though correct ones are available as spare parts. Since I wanted to follow the original as much as possible, I made new ones made from 2 mm plastic sheet stock. These have punched-out triple rear indicator lights which I painted first in silver then coloured with red and orange glass paint.

After I finished the Skagerak model I became really fond of it. With its eye-catching paint scheme, it fits really nicely into my collection and stands out with its flamboyant look. One of the really nice models that Tekno has released in the last few year. The LB 76, on the other hand, has not made it back to the work bench; for it I am assuming a 15-year cycle.

Series 8 Dozer from First Gear in 1:50

Komatsu D375A-8

by Daniel Wietlisbach

To bring the aged model of the D375A-6 model of the Series 8 up to date, a completely new build was necessary. It is very convincing all around ...

In the ongoing competition between Caterpillar and Komatsu to produce the world's largest bulldozer, the machines of the market leader are considered to be the standard gauge against which all comers must measure. If looked at it in this way, the D375A-8 plays in the same league as the Cat D10. The Japanese competitor with its working weight of 72.9 t is heavier by 2.7 t and the engine with its 474 kW (644 hp) produces a whole 3 kW more than the American competitor. The blade capacity of the models is identical being around 18.5 m^3 with the Semi-U blade and 22.0 m^3 with the U blade.

On the new model, particularly the extensive safety elements for the operator make it look completely different from its predecessor. It arrives packaged safely and includes the ripping tooth with three bolts (two as spares) separately in a plastic bag, to be attached by the purchaser. The first impression is excellent and the hefty weight very pleasing. All the main components are made from metal diecast parts and the dozer is true to scale.

The front oscillating and highly functional crawler frames which are exactly engraved are a joy to behold. The idler wheel is not sprung but the metal single grouser track shoes are precision made. These allow the bulldozer to be pushed along easily, even on very smooth surfaces; to watch the tracks move is pure pleasure. Just as on the original, the middle six bottom rollers are mounted in pairs so as to equalize all unevenness in the ground.

The shape of the mighty engine hood is very well replicated and all door gaps, hinges, handholds and screw heads are correctly modeled. Radiator grille, work spotlights, exhausts and air filter are made from separately applied plastic parts as are the hand railings which are very solid and made only slightly over size. The driver can reach his work space by using a set of stairs on the right side which can be lowered and folded.

The cabin, with its surrounding fuel containers is prototypical. Especially notable are the separately inlaid, photo-etched grilles for the surfaces of the running boards. The flush-fitting windows have raised rubber seals and window wipers all painted black. Headlights, antennae, filler cap, handholds and safety railings are all separately attached and give the model a finely detailed appearance. The detailed interior is modeled in two colours.

The push frame and the U blade have been exactly modeled and can achieve all maximum positions without any problems. Even though the blade adjusts easily, the hydraulic cylinders keep it very stable in any position. The blade is made from metal castings and has a pierced spill guard. The hydraulic cylinders are nicely detailed and have all their supply lines.

The functional single tooth ripper is also made from metal and the hydraulic cylinders for it are also nice. It is great to see that the ripping tooth can be fixed in three positions. There are rear lights and a high voltage cable with a power socket for alternative rear attachment tools.

Paint and lettering are faultless and it can be said that, all-round, the model is a successful construction. Detailing and functionality are perfectly harmonized.

At a glance

+ Functionality
+ Detailing
+ True to scale

A 1:48 dozer from CCM with a cult following

Caterpillar D11N

by Daniel Wietlisbach

Once CCM had taken responsibility for producing the two versions of the D10, many collectors hoped that the D11 would eventually follow. That has now happened with the simultaneous release of four versions ...

So much has already be written about the D11N that we will keep our comments about the original short. It was introduced in 1986 as a successor to the D10 and was built for about ten years until superseded by the D11R. With a working weight of around 100 t, the Cat 3508 V8 delivered 770 hp (574 kW). To improve stability, the Delta crawler frames introduced with the D10 were extended at the rear by 533 mm. What makes the most obvious difference visually is that the tracks on the D11 run to the rear drive sprocket at a much flatter angle.

All four models from CCM differ from each other, mainly in the way they are equipped. Both of the standard available blades and all of the three rear ripping attachments were made.

The models arrive well protected between two Styropor clam shells in the now familiar box. Thanks to the heavy metal content and the faultlessly produced details on them they feel and look very nice. All main measurements correspond with the measurements in the reprint of the prospectus for the machines, which is included.

The crawler frames have been modeled with exact detailing including the track tensioner which spans the front part of the crawler frame with guide wheels and the front pair of running wheels. The sprocket drive wheel is finely engraved and what is especially nice is that the running wheels have been mounted in pairs in the frame, and they oscillate. This makes it possible for the metal crawler tracks, which are 712 mm wide on the prototype, to negotiate uneven ground and to compensate for it just like the original.

On the later D11s the engine room was closed in which was done also on the CCM model. Looking through extremely finely photo-etched grilles, one sees the replica of the detailed engine. Especially impressive is the radiator grille behind which even the cooling fan is seen. All handholds are made from solid wire while air filter and exhausts are plastic. The area around the cabin is made up from finely engraved metal parts and has been correctly modeled as is the massive roll-over protection bar. The cabin itself is made of metal and has a two-coloured but somewhat stylized interior. The flush-fitting windows have been individually inserted and show the window wipers and the rubber seals. It is these which are responsible for perhaps the only point of detraction because the window widths include the seals which makes them too large and so, in the end, the cabin does not look as good as it could. It is most obvious on the little front window, which, also, has been mounted too high up.

Equipment

It is very commendable that CCM has released all of the then offered blade versions and all three of the rear ripping attachments. The straight SU blade as well as the mighty U blade have pierced, metal spill guards. The blades are made up from several parts replicating the shape and the many details very nicely; their convincingly modeled functionality is generally like the original. The hydraulic cylinders are nicely detailed and the supply lines are completely free standing. The U blade with the single tooth ripper in the older yellow colour and with the Pacman logos is on

the machine. It is used on the later design version with the three-tooth ripping attachment. The SU blade is on the two models of the newer design and they have a single tooth attachment or the Impact Ripper attached.

In particular, the D11N with the Impact Ripper became famous here in Switzerland because the Eberhard Company owned one of the then world's larges bulldozers. The Impact Ripper is made up from a housing with the hammer and the moveable tooth both of which are well replicated and fully functional, which is especially nice.

On the three and single ripping attachments the teeth are individually attached but only the very last tooth can be removed, very carefully. The hydraulic cylinders on all three versions are identical and are very nicely detailed; all supply lines are present and correct and have silver hook-ups.

The paint is applied without any faults, which also goes for the lettering. The headlights are painted silver; earlier models had lenses set in which is more prototypically correct. In conclusion, it can be said that all four examples are convincingly modeled.

At a glance

+ Metal content
+ Detailing
+ Functionality

Tinplate

Crawler tractor

by Robert Bretscher

This 1956 crawler tractor with tipping trailer from Gama, article # 678, had a powerful clockwork motor ...

Small but mighty! Along with countless lorries and excavators, this small crawler tractor with clockwork motor was a classic and very trendy toy of the 50s. Trendy because just such vehicles could be seen outside hard at work on construction sites. The impressions gathered outside were then reimagined inside the house with the toys. Playing with the small Gama crawler tractor was really fun. The nimble dwarf with its tipper trailer and full sand bags could climb up amazingly steep inclines. Often, to test the abilities of the toy, steeper and ever steeper ramps were built for test runs until finally the limit of the machine was reached. Of course, the maker was aware of the games that the children would undertake and inconsequence built in exceptionally strong and robust motors for their diverse crawlers. This meant that stressed-out dads would not have to provide assistance as soon as the machine stopped for the first time, only having to intervene if the crawler was still being used at bed time. Gama built in a ratchet that was simply too loud for night operations.

The maker often equipped the tractors and crawlers with a transparent engine cover so that the running down of the clockwork spring could be observed. When the spring expands more and more it must to be wound up again otherwise the crawler tractor loses speed and begins to hesitate. Naturally, this handsome looking crawler and trailer combo has a hand-painted driver in the appropriate overdress and cap for the time period. The founder of Gama, Georg Adam Mangold, founded his toy factory in 1882 in the vicinity of Nuremberg and there produced millions of fantastic toys that were shipped worldwide. In the 50s and 60s, Gama was among the best known German toy makers. 113 years later the name disappeared for ever and in 1995 the factory buildings were demolished.

Translation of page 22

Excavator with tools from DM in 1:50

Cat 323

by Daniel Wietlisbach

The Cat 232 from Diecast Master promises pure equipment joy. The machine comes with no fewer than five exchangeable tools

Never has an excavator model from Diecast Masters been so richly equipped as the new Cat 323 Next Generation. The model of the excavator is not a new design shape; we introduced it to our readers earlier, with all its details, in issue 4-2018. The only real changes are the newest logos and the picking out of more details which make it look more visually appealing.

What really makes it special are the included attachment tools that can be swapped around, among them, especially, the black ones. The front digging bucket with its seven teeth was on the earlier 323 but a humus bucket is not that special, even if it has been very nicely made. Hammer, concrete scissors and sorting grabber look great at first view because they are richly printed on. Over all they are the Cat MP324 Universal Demolition Jaws, the H120Es Hydraulic hammer and the G325B Demolition and sorting grapple. Even though the models have no names or numbers on them they are easy to identify against the originals because of their true-to-scale appearances. The Universal Demolition Jaws are equipped with pulverization jaws and with their weight of 2.74 t are suitable for excavators from 24 to 35 t. The hydraulic hammer is designed for excavators in the 17 to 32 t weight class and the sorter grapple finally, fits with carriers from 25 to 38 t. All three models are made from metal, are finely engraved and show many of the details of the prototypes. All are, as far as possible, fully functional and, as mentioned above, have many printed-on details.

Translation of page 23

Conrad Telescoping loader with value added

Sennebogen 355E

by Daniel Wietlisbach

The Sennebogen 355E has some impressive performance characteristics on both the original and the Conrad model ...

A lifting capacity of 5.5 t, a stacking height reach of 8.5 m and a maximum speed of 40 km/h characterize the 355E. The working weight of 11.8 t ensures a solid footing and the 103-kW engine from FPT gives plenty of power.

The model of the 355E comes from Conrad and, in addition to its high degree of functionality, it has great play value. As well as the so-called 'hold-down shovel,' a pallet fork including a pallet and two ti-

res are included with the set. First Class!

The wheels are nicely done and they reach the same turning radius as the original which is extremely tight! The rear axle oscillates and the drive train has been modeled. The very well executed modern design is lovingly augmented with many small details. Supply lines for the equipment and the cabin are included; the cabin is height adjustable, like the original. The cabin has a mono-colour interior, rubber seals and a window wiper printed directly on to the glass at the rear. A very fine mesh grille on the roof protects the window. The boom telescopes out to the maximum distance measured and the Z-Kinematic with quick coupler has been replicated. Stapler fork and bucket are nicely engraved and the metal 'hold-down shovel' looks especially fine. As usual the paint coat and lettering are faultless.

Two for the road construction from NZG in 1:50

Teamwork

by Daniel Wietlisbach

In the last release of new items from NZG were two models which would make up a wonderful road resurfacing team. The Wirtgen W 210 Fi cold milling machine and the Mercedes-Benz Arocs 4x2 half pipe articulated lorry ...

Cold milling machines are used when a road surface is to be replaced; they mill off the top surface or even the complete asphalt layer and prepare it for repaving the road. By exchanging the milling drums, the Wirtgen W 210 Fi can mill widths of 2.0 m, 2.2 m or 2.5 m. The maximum milling depth is 330 mm. The unit is powered by a Caterpillar C18 ATAAC six-cylinder motor capable of producing 563 kW (766 hp).

The model arrives packed in clam shell styropor half shells and is well protected inside its box. Thanks to its high metal content, it is pleasantly heavy in the hand. The true-to-scale made model gives a very fine first impression and doesn't disappoint. It looks valuable and is full of details and many moveable parts.

The four crawler frames are finely detailed, are steerable and height adjustable which on the original is this how the milling depth is set. The replicated milling drum is very detailed. Removal of the drum is done by simply opening the mantle on the right-hand; reinsertion is accomplished by reversing the procedure. The covers with edge protection located on each side of the machine, as well as the dust cover are adjusted with two hydraulic cylinders each. Prototypically, all the milled-off material goes on to a conveyor belt situated directly in front of the milling unit and is then transported to the expelling conveyor. The conveyor has been correctly modeled as a rubber belt, including the support sheaves, and is easily seen when looked at from below. The expelling conveyor belt on the original swivels to both sides at a 65° angle but the model manages only 15° maximum. However, using the four hydraulic cylinders, it can be height adjusted and even put it into transport mode. To prevent the development of dust, the expelling conveyor is covered along its full length. The presence of the cover notwithstanding, the conveyor has been fully modeled as can be seen when viewed from below. The very distinctive looking dust-sucking hoses of the dust extraction system are correctly replicated.

The roof of the driver's operating platform can be lifted up and secured in place with two bolts. The platform on the left side is reached by a set of stairs and on the right using a foldable ladder. There is a stand-up seat and instrument panel with joy sticks on each side. An operating panel is plugged in on the side that is working for which a set of tweezers is included with the model. The platform is secured with some fine metal safety railings and the surface of the floor is made from finely engraved checker plate and anti-skid mats.

The large dimensioned engine room behind the driver's platform has generously fashioned radiator grilles through which the engine is clearly visible. But this is not all; the engine hood tilts backwards and on the side, a flap opens allowing a look at the nice, fully detailed engine. Naturally, the engine is painted yellow and auxiliary power units are picked out in silver, gray and black. Each side of the radiator grill has been replicated exactly. At the rear are the two fans for the engine and hydraulic system which are separately powered on the original.

The afor-mentioned flap on the side hides the power unit of the milling drum which has a real rubber belt. The exhaust stacks are chromed and there is a rear view camera as a detail part. The semi-gloss is without faults and the decorative stripes and letterings are sharply printed on.

Mercedes-Benz Arocs with Meiller articulated tipper

This new Arocs articulated lorry was made partially from already existing parts for other Mercedes-Benz lorry models. The two-axle tractor chassis was taken over from the model of the Antos which is why it is equipped with air suspension instead of spring sets, but this is only seen upon close inspection. Also, tanks, exhaust scrubbing plant, compressed air tank, chocks and other chassis details didn't have to be reinvented, just correctly selected and mounted. The new Mercedes rims suit the model very well; the engine can be seen from the rear (as much as is visible has been replicated) and the supply lines are there also. The turning radius and the stability of the front wheels are very convincing.

The already-known and well proportioned, 2.3 m wide Arocs ClassicSpace M-Cabin is nicely detailed including the new Mirror Cams instead of rear-view mirrors. Correctly, the interior of the cabin now shows the matching screens for the Cams on the dashboard.

The half-pipe tipper trailer included is a Meiler construction series 44. Behind this designation is a whole box of building blocks that allows for individual solutions. The steel and aluminium bins are available in different dimensions. The model from NZG is a MHPS44.3-N and behind this designation stands, correctly, a three-axle half pipe rear tipper with steel bin and 'normal' length of 7,600 mm. The trailers can also be ordered with powered start-up assistance for off-road operation and on top of that, the front axle can be ordered as a lift axle.

The model is made from completely new tools and is the first ever tipper saddle from NZG. It is made mainly from diecast metal parts, and despite its almost featureless appearance, like the original, it is nicely detailed. The two long chassis beams have been correctly replicated. At the front there are some position lights and yellow chocks are mounted on both sides. The supports can be fixed in two positions and the necessary small bolts in sufficient number are included with the model. All axles are sprung and the front axle can be lifted by tightening a Phillips screw. Because of the (too) strong suspension of the rear axle, the front one does not even reach the ground even when the screw is completely released. The new rims are finely engraved and treads of the original tires are replicated. The mudguards are very nicely done and there is a permanently mounted ladder on the chassis. The lights at the rear are made from transparent red plastic; indicators and back-up lights are painted on. Also, the under-run bumper, folds up.

The bin and the rear flap are each made from a single casting which copy the shape of the original very well. There is a ladder attached on the driver's side at the front. The nowadays commonly used canvas cover protecting the load, here shown pushed back, is made from a plastic part. The five-step tipping cylinder is very finely modeled and is yet very stable; the individual steps are chromed.

The paint and the lettering on the whole articulated lorry set are without any faults. Besides the standard paint colour version shown here, two very attractive and limited series which are painted in the liveries for Leonard Weiss and Max Wild have been released.

A new long-nose lorry from Tekno in 1:50

Scania LS 140

by Daniel Wietlisbach

There will be more and more of them! We are talking about models of beloved classic lorry types. The most recent example is the Scania LS 140 from Tekno. The first version released appears in the livery of 'Marco Donk' ...

Scania stuck longer with long-nose or torpedo front lorries than many other European lorry brands. In 1969 they produced the legendary LB 140 with 350 hp and three years later, in 1972, offered it as long-nose lorry under the designation L 140 (4x2) or LS 140 (6x2). While the 110er and 80 kept their rounded-off long-nose fronts, even after the introduction of those designed with more square-looking hoods, the LS 140 got one of these fiberglass long-nose hoods.

The cabin was taken over from the long-front 80s because they were narrower and so were a better fit with the hood. Because the engine hump was no longer in the cabin, there was enough 'room in the house'. It was mainly the Swedish logging industry which demanded long-nose hoods, but the new long-hood lorry was used in other transport sectors.

When changing to the #1 series in 1976, hardly any visual changes were made on the cabin even though the 375 hp was at work beneath the hood. The square long-nose lorry was not designed for long distance transports. Although a sleeper cabin was not in the options catalogue, quite a few were specially made.

The model from Tekno

The constant popularity of classic trucks led Tekno to announce the production of this type of cabin which has an almost cult-like following, in a standard version and as a custom order for long distance transports. So far, chassis configurations for this lorry have been announced as 4x2 and 6x2 tractor units.

The first version to be released is the LS 140 'Marco Donk' in its discrete and very trendy colour combinations which suit the old lorry very well. Marco Donk, a Dutch truck racing driver with a flair for old lorries, drove a Volvo VM. While other racing teams arrived with very noticeable articulated lorries and up-to-date tractor trucks in flashy and garish colours, Marco liked to travel to the race meets with his renovated LS 140 sitting a low-deck trailer. A few years ago, he ended his racing career but he still owns the Scania.

The LS 140 began its career in 1975, hard at work with a construction material semi-trailer from Floor as was typical for the Netherlands; the articulated lorry and trailer had a total weight of 60 t. At the time, it was painted in royal blue.

The distinct shape of the cabin has been well replicated and the finish with all the details is a success. The engraving shows all the edges, gaps, recesses, hinges and door handles correctly. The radiator grille, a flush-fitting separate piece even has the small sign with the V 8 logo on it and so can be correctly mounted in any forthcoming version. Head and fog lights are prototypically made with a chromed frame and an inserted plastic lens. The indicators are transparent orange. The large front bumper is non-typical as it was only mounted when restored by Marco Donk. It lets the lorry look even chunkier when seen from the front. The front mudflaps are made from a rubber material and have the printed-on Scania logo.

The very fine steps to the driver's cabin are made from flexible plastic like the window wipers and the sun visor. Dip sticks and rear-view mirrors are included with the model but

At a glance

+ Shape design
+ Detailing
+ Choice of prototype

have to be attached by the collector. The windows are very flush fitted and show the printed-on black rubber seals. The Spartan interior has been modeled and painted in black. Behind the cabin is a Bibendum, the well-known tire mannequin from Michelin. A well observed detail modeled! Because already in stock, Scania rims were used on this model but again they used tires that too narrow. The wheel base is calculated at 3.40 + 1.30 m. Compressed air tank, air filter housing, battery box, tool box and the tank are also new parts and correspond with the ones Scania offered at the time. But the tank here is also a bit too narrow for the model. The rear beam on the model with its lights and license plate corresponds to the original; unfortunately, the lights are only painted on.

The paint job shines with exact colour separation and the lettering overall is sharp and clean. The model awakens a desire for further variants, some of which have already been announced but very quickly became out of stock.

A four-axle tipper in 1:50 from Eberhard/ GMTS

Magirus Deutz 320D30

by Daniel Wietlisbach

Thanks to the initiative of Eberhard Unternehmungen, we have already seen several models. Some of the diverse historic tipper lorries in their attractive company liveries would never have been created without a contract to produce a series of them ...

The conditions under which four-axle lorries could be used in Switzerland were written in 1972 when the total allowable weight for three-axle lorries was increased to 25 t and for four axles to 28 t. In 1980, Eberhard AG ordered four Magirus-Deutz 320D30 FK 8x4s with air-cooled, 10-cylinder Deutz engines producing 320 hp. Not yet having been built with a turbo charger, the engine had to be driven at high RPMs which gave it the typical Deutz sound. The trucks were made in Ulm, Germany. A ZF gear box with 16 gears was responsible for the transmission of power to the axles. The vehicles were at that time the lightest and shortest four-axle ones on the market and were sold as 'Chassis with cabin' and painted in the factory colours which explains the rust red paint job on the chassis. The cabins were re-painted in the metallic Eberhard green.

The tipper was built in-house from aluminum profiles and the side boards from Alusuisse. Of course, all side and end boards were equipped with the 'Eberhard-Kippautomat' (automatic tipping). The floor of the bridge deck was heated via the exhaust plant.

As an experiment, two of the new trucks were given single tires on the rear axles thus the sensational low tare of 11 t was achieved making possible the usable load of 17 t.

The model

With the many innovations of these lorries, it is no wonder that Eberhard contracted a model to be built. Constructed from resin castings, it was made by GMTS like earlier Old-timers. The Magirus arrives in

the well-known plastic display box. The first impression is excellent, and the model passes comparison with the original's photos. The very fine wheels are especially nicely done and show off the innovative rear wheels in particular. The tires were specially made for this model and have the tread of the original. As far as it can be seen from the outside, the chassis is exactly made and shows the details very well. The mudguards are made from scale checker plate and leave nothing to be desired. Rear lights, back-up light, cats eyes and license plate are correct and present.

The cabin in the typical shape of the time has been successfully replicated and has some nice detailing to go with it. Rear view mirrors, door handles, indicator lights, window wipers and the typical rubber bumpers on the front bumper have been separately applied. The windows are very flush fitting and have printed-on rubber seals. The little window in the right-hand cabin door becomes a mirror as it is covered on the inside with the interior furnishings. All headlights have glass lenses and look like the original; even a sun visor is hinted at over the driver's seat. The driver's cabin looks slightly tilted forward which is underscored by the fact that the front is angled backwards. This small shortcoming can be remedied by gluing on one or two strips of paper cut from a business card as shown in the picture below.

The only problem encountered was that it is difficult to take the cabin off completely without damaging the exhaust plant.

The tipping bin is made from a finely detailed and engraved white metal casting and is true to the original. It is augmented with the four, separately attached, safety levers of the tipping automat. The tipping cylinder has six steps and is fully chromed.

The paint has been applied very cleanly and the lettering is very sharp and legible. Because the metallic green paint is hard to do on a model, a green tone which comes close to the original was used.

Heavy Haulers of the UK

By David Lee, Roundoak Publishing, size 22 x 28 cm, 200 pages, about 380 pictures, hardcover,
ISBN 978-1-87156-563-8

David Lee's new book about heavy-duty transports in Great Britain is the last one from Roundoak Publishing which closed down production at the beginning of 2021. The book shows 119 British hauling companies at work, crossing all of the four entities that make up Great Britain: England, Scotland, Wales and Northern Ireland. The excellent pictures are sorted in alphabetical order by transport companies and fill the 200 pages. David Lee comments on each company and describes the load as well as the vehicle pulling it. Most of the pictures are current from 2020; the oldest ones are only a few years old. A highly recommended book for fans of heavy-duty transports. (eu)

Land- und Forstmaschinen aus aller Welt

By Joachim M. Köstnick, published by Motorbuchverlag, 224 pages, format 23 x 30.5 cm, 550 pictures, bound,
ISBN 978-3-613-04284-1

Almost half of the book is dedicated to the most familiar manufacturers of agricultural machinery from around the globe. Each double page is 75% covered by pictures with the rest dedicated to a description of the producer. The same goes for the forestry machines which take 85 pages. The remaining 27 pages cover timber trucks which haul wood out from the forest. Agriculture and forestry cannot function without construction machines. Well-known producers like Caterpillar, JCB, Komatsu, John Deere, Menzi Muck, Volvo or Doosan are represented. Interesting current and historic pictures of machines at work round out the good overall impression of the book. (up)

Jahrbuch Unimog & MB-Trac 2021

Several authors, published by Podszun Verlag, format 17 x 24 cm, 144 pages, 280 pictures, cloth bound,
ISBN 978-3-86133-975-5

The 2021 issue again deals with interesting themes, for example, winter use with Unimog in the Erzgebirge, or the U404S with superstructures for the Natural Disaster Protection service. A large chapter shows both of the vehicle series working on sowing seeds. Model builders will enjoy the continuation of the report about the wooden models of Dieter Duwe. It continues on rails with the Loctrac from Zweiweg before showing the fire brigade during an off-road training exercise. The next article is about the bicuspid Unimog U1000. After that, a further chapter looks at the successor of the MB-Trac from the house of Werner. (eu).

Sternstunden der Baumaschinen

By Ulf Böge, published by 'Der Bauunternehmer' magazine, 115 pages, German Language book, softcover, www.der-bau-unternehmer.de

In this special edition of 'Der Bauunternehmer', Ulf Böge gives us a look at 50 years of construction machine history beginning in the 50s. The book is made up from single and double-sided reports with historic pictures. The texts are very informative and are based on comprehensive knowledge. We meet the Dolberg D200 and Fuchs 301 mini excavators and the first hydraulic excavators from Yumbo and Demag. The book continues on with road rollers, tracked scrapers, dozers with crawler tracks or wheels, crawler and wheel loaders up to large machinery like O&K RH60, Champion 100T and the AC HD41. The main focus is on European machines but the big ones like Cat, IHC or John Deere are included. (up)

Tom's truck log

by Tom Blase

Stories from Hamburg, part 2 – Land awash and full speed ahead ...

In the spring of 1962, my father was on the road to Hamburg once again. During these years his colleague Ike was his co-driver in the Mercedes 334.

The two of them had yet another load of Chantré to take to the Hanseatic town of Hamburg.

On the radio, the German weather service warned of a storm low and hurricane Vincinette's approach. It promised to be nasty because of an expected tidal surge which could inundate the north coast as had happened a week earlier on February the 12th. After the two had safely delivered and unloaded the cargo of brandy, despite the inclement weather conditions, they drove on to Breslauer Strasse 5 towards the Rosshafen cold storage. Here, the old, familiar load of orange concentrate in barrels bound for Hildesheim was received, filling the lorry and trailer set completely. Following the loading procedure, they drove the unit to a free space near the quay wall. Here, the two bedded down for the night, planning to be fresh and ready the next day to make tracks home in a southerly direction.

The storm increased noticeably in strength and hurled its full might mercilessly against the Chantré lorry and trailer. Ike's bladder woke him up in the middle of the night requiring a quick trip around the corner and then back into the warmth of his bed. But nothing came of it. The storm ripped the door out of his hand and pulled poor Ike out of the driver's cabin. The Elbe River had already crested the quay wall and father's co-driver clung to a bollard screaming:

"Werner, Werner, get me out of here!"

He had to shout a few times until my old man finally woke up and rescued the poor guy from his predicament.

Once the two had changed into dry clothes in the cabin, they decided to leave Hamburg during the night. The storm flood surge hit Hamburg and environs with full force. Since the highway was completely flooded and closed, Ike had to take detours over country roads to Soltau where he woke up my father with the words: "Mecki, wake up, we are at sea!" My dad opened his sleepy eyes and looked outside. The headlights of the Mercedes were under water and the lorry was pushing a big wave of water ahead.

At the highway connector in Soltau was a sign reading: 'Hamburg – continue driving on your own risk'.

The rest of the trip home, despite the storm in the Mittelgebirgen (the middle mountain ranges) was relatively quiet. The only obstacle was a tree; it had fallen on the road and had to be cleared away. Arrived at home, the two Chantré drivers heard how narrow their escape from the storm surge flooding in Hamburg had been.

Top slewing tower crane from Conrad

Wolff 7534.16 clear

by Carsten Bengs

With the 7534.16 clear, Conrad presents a further model from the Wolff Kran's large product range. The model complements the already existing 700B luffing jib crane and has the high degree of functionality and top-quality details we expect from Conrad ...

The model was formerly presented at the 2019 Bauma in Munich. Despite its smaller model scale of 1:87, the dimensions are remarkable. Conrad has made the model true to scale with measurements correct.

The model belongs to the topless cranes. There is no longer a spire for the tower. At Wolff Kran, these kinds of cranes have the additional designation 'clear'. Because of this feature, the assembly crane can be smaller and the lifting capacity needed is less resulting in fewer lifts required to assemble the crane.

All tower segments have the new bolt connections; all tower and boom segments are connected with tiny plastic bolts which make the old solution of plug-in connectors with pins obsolete. The tower comprises eight segments and so reaches a height of 88 cm or 76 m on the prototype. The lower tower piece is noticeably wider. It has a tapering element on to which go the remaining six pieces. The tower stands very stable on the tower cross feet which even have four small crane foundations. The ladders and platforms in the tower are very nicely done. Securing a solid footing are four massive ballast blocks with the Wolff logo which are attached to each other with some small bolts.

The climbing bell is nicely made and also attached to the tower using bolts. Both the tower mounting plate and the massive hydraulic cylinder are eye catching. Two small slewing motors ensure smooth turning.

The actual operator's cabin is mounted on the side of the boom. The very nicely modeled and detailed interior has a seat, levers and even a floor window. Window wipers and the control panel can be made out. The white metal railings and the running boards must be mounted to the side.

The counter jib is clipped into the quick connecting coupling and then the guying is attached. It is 21.5 cm long and folds in half prototypically so that the transportation length is markedly reduced.

Perforated plates are used for running boards. This absolutely realistic look is emphasized by the plug-in metal railings. The running boards are also on the first part of the boom where they give secure access to the trolley winch. At the end of the jib is a winch with a sufficient supply of cable and a hinted-at power unit. On the original, the main lifting speed is 115 m/min with a two-strand hook or 58 m/min with a four-strand hook. Conrad even made the small mounting gallows to turn. The massive ballast comprises 11 individual segments, each weighing 2.7 t on the prototype. It is very commendable that here Conrad has even made prototypical ballast attachment.

The ballast can be reduced to show the model with a shortened boom, if desired. The included ballast plates sit securely on the unit, because of their indented sides.

Conrad has modeled the boom absolutely perfectly. Just as on the

At a glance

+ Functionality
+ Tower and boom connectors
+ Individual ballast segments

original, it can extend to a maximum length of 78 cm or 75 m. The total of eight segments have quick coupling to ease assembly. The segments are held on the bottom chord with hooks and as soon the upper chord is held in place by a small plastic bolt, a secure and rigid connection is made. All segments are made as lattice elements without an open under side.

It is very nice to see the replication of the trolley, including the hook which Conrad has made fully functional. The hook can be shown rigged for two or four strands. Prototypically, the additional sheave remains on the hook during the two-strand operation. All the metal cable sheaves turn smoothly. There is also a small work basket on the trolley.

With the Wolff 7534.16, Conrad shows very clearly that even models in a smaller scale can be great and display perfect functionality and adherence to detail.

Zurkirchen Carreisen und Transporte Malters

Travel and cargo hauling

by Erich Urweider

This haulier first earned its bread in freight and later on, and up until a year ago, predominantly in transporting people. Nowadays, lorries play a big role at Zurkirchen ...

In 1969, Werner Zurkirchen Senior founded the company headquartered in Emmenbrücke, near Lucerne. The majority of work was hauling general cargo in international traffic to and from Spain, and to Scandinavia. At that time, when the world of road transports was still 'OK', Zurkirchen drove for Müller, Lucerne, with lorries from Krupp and Henschel. Occasionally, it even happened that a ferry waited for a lorry, if you had booked a passage. In the hard reality of today's practices, something like that is almost unimaginable.

As Werner Zurkirchen Senior recounted, those Scandinavian trips were always 'great fun'. After loading wood processing machinery and such things, he recalled visiting Swedish restaurants and 'emptying them of drinks'.

The long-distance trips across Europe become ever more stressful and less profitable so that Werner Zurkirchen turned his hauling services towards a different direction. He bought a Steyr with trailer, including a crane for log transports. Thanks to a swapping out system, the vehicle could also be equipped with a three-way tipping bridge.

Initial contracts led Werner Zurkirchen Sen. to the first lot of highway constructions in the district of Konau in the canton of Zürich which was being built at that time. As well as transports with the tipper, log transports were on the program. Later on, a 2.3 m wide Volvo N12 joined the Steyr; with its trailer it was used exclusively for log transports.

Accident and over the limit

A newspaper report dated 7th November, 1973 shows just such a log transport that did not run as planned. On the Fluhmühle viaduct, coming from Lucerne in the direction of Reussbühl, the trailer coupling broke and the trailer no longer followed the Steyr tractor lorry pulling it. It crossed the street, hit the wall with great force

sending the load of logs down on to the nearby train tracks. But that was not all. A train approached at just the same time. Despite the engineer initiating an emergency breaking manoeuver, the train was unable to avoid a collision with the logs. As luck would have it, apart from the damaged catenary poles and some dents on the locomotive, there were no injuries in this unfortunate accident. Nevertheless, the whole log truck and trailer were impounded. The ensuing investigation concluded that the cause of the accident was material fatigue in the trailer coupling.

A roadside scale ticket from 1977 is witness to the fact that keeping to the correct weight was not always taken that seriously. Instead of the allowed 28 tons of total weight, the truck and trailer weight of 41.09 t was 40% overloaded. In the best official German, the charge reads: "Zurkirchen Werner wanted to transport fir logs from Littau, Litauerberg to the sawmill in Malters, Sägerei (Sawmill) Stadler. When questioned about the overweight, the offender explained that since it was remaining stock, he loaded a bit more. Zurkirchen Werner was made aware of his offence."

Such minor inconveniences did not hamper the business acumen of Werner Kirchdorf, and he continued undeterred. More frequently, he had to transport cut lumber which required a better lorry. A truck was stored at the Volvo dealership in Lyss at the time but the vehicle only partially fulfilled his requirements. The Volvo CH230, with the small F89 cabin was a lorry and not an articulated truck. In short order, Werner Zurkirchen bought the CH230, had the chassis shortened at Carrosseriebau Lungern (Chassis builders) and a trailer coupling installed. He also bought a goose neck semi-trailer.

His parents' sawmill was good for a lot of contracts, because, in addition to hauling in logs to the saw mill, he also trucked away the cut lumber. Ready-cast concrete elements were regular transport goods from a concrete works situated nearby and this helped with the decision to buy a Jumbo trailer. The A-frame transport frames were welded together in-house.

New company headquarters in Malters

In 1978, a piece of land was purchased in Malters near Lucerne and the company's headquarters were moved there. Much of the construction work could be done using internally available expertise. The large hall contained office rooms and also a workshop and parking spaces for vehicles but as it was not completely filled by company vehicles, part of the space was available for rental. A coach operator was a renter right from the beginning.

Jakob Feierabend was the first one to start coach trips in the region and his bus stood in the Zurkirchen hall. When the entrepreneur became insolvent, he passed on his travel business to Fredi Krummenacher. Unfortunately, things did not improve under new ownership and, after a short time, the company was sold again.

Hermann Joller took over and continued until the outstanding rent payments had accrued to such a great amount that Werner Zurkirchen had had enough. He asked for payment in the form of the two buses, one Deutz and one Volvo coach, saying, "Let's see how long it will take until I go broke in the traveling coach business!" So, in 1983, Werner Zurkirchen started his adventure in coach travel. With this decision, he laid the cornerstone for the current travel coach business. Increasingly, the focal point of the company became contracts for the traveling business; the cargo lorries were temporarily parked in the yard. The current manager, Armin Zurkirchen, remembers how as a school child, he played in the parked lorries, recreating scenes from the German TV series "Auf Achse" (a TV trucking series).

The oldest son enters the company

A new lorry was purchased when the oldest son, Werner Jun., finished his apprenticeship in 1990 so that he who was destined to take over the company could start driving as soon as he had finished his military service. To fully utilize the capacity of the truck immediately, a contract was entered into with the TZ (Transport Zentrale) central transport clearing house. The cooperation did not develop in a satisfactory way and so the contract was switched to Imbach Logistik, a company in Central Switzerland.

When Armin, the younger brother, finished his apprenticeship as a brick layer, the now well-aged Volvo F 12 was refurbished once again. Because of the then lower canvas cover, the lorry was ideally suited for general cargo transports in the close-by city of Lucerne. At the same time, the company was able to take over a

first-generation Volvo FH from Imbach Logistik. After finishing his apprenticeship, Armin decided to stay in construction for the time being. He passed the examination for his lorry and bus licenses much later on once he decided to join the company after all.

Between 1994 and 1995, the bus fleet was renewed and the design updated. During this time, Zurkirchen was able to secure the Post Office bus line contract from Malters to Schwarzenberg commencing on January 1st, 1995.

In 1999, the new hall with office space, an extended workshop and additional under-cover parking space was ready for occupation. In 2008, the truck fleet use came to an end because the former major customer, Imbach Logistik, was taken over by Galliker Transport which did not renew the contract.

Armin Zurkirchen, the current owner and operator of the firm, joined the company in 2012 and during the first years, wanted to lead the company side by side with his father and brother. However, after only three quarters of the year had passed, Werner Zurkirchen Sen. suddenly became very ill, dying a month later from a bacterial infection. Luckily, during the time that followed the company survived and new contracts were received. New though was that all of a sudden, the firm had some permanently employed workers on the payroll. Payments were also required for the leased vehicles.

The brothers separate

In 2016, Armin's brother decided to leave the company. Now Armin was the sole head of the coach company and he ran it as he saw fit. He purchased a used Volvo F16 tractor truck (Tekno made a model of it) and a matching trailer with goose neck and canvas cover.

With the slogan 'rest is rust', Armin and his F16 were regularly on the road, heavily loaded. A great many goods were transported this way for befriended transport companies.

The youthful dream being a Volvo F16 Globetrotter started to take shape and soon became a reality. He took over the design of the truck from that originally created by Armin and his sister and right away, Armin won the prize for the best Volvo F16 upon his first entry into the Nordic Trophy competition. During the Tekno events in De Lier, the fans were very taken by the design from Armin's youth.

In March 2020 came the Corona Shut Down and the people at Zurkirchen had to cancel many coach trips. Armin removed three of the six buses from the fleet and parked them. Remaining at work were the two busses for the Postauto Schweiz (Swiss postal coach service) route. Two of the traveling coaches were almost fully booked as driving school vehicles and the third remained on stand-by for the few coach trips that could be conducted.

Return of the freight hauling

The drivers on the payroll were loaned out to cargo companies in the grocery hauling business. Additionally, Armin Zurkirchen purchased two used tractor trucks to get a foot back in the door of the cargo hauling business. His location close to a hub of a grocery discounter was a great help because groceries are always needed.

How will the story continue? Armin leaves that question open, only saying: "There are two hearts beating in my chest. One is beating for my travel company but the other continues beating as the heart of a cargo hauler. It could well be that in the future more lorries with my name on them will drive across the country". This is how Armin Zurkirchen looks optimistically into the future.

From a mini tipper to a transport cart

O&K AS 600 and S 8

by Ulf Böge

Tippers with bins had their origins in the USA, from where, after the Second World War, their design migrated to Germany among other places. O&K's AS 600 and the Motrak S 8 were among the first ones in Germany ...

In 1938, before the war, there were some trials of the Zettelmeyer Autoschütter (auto tipper), based on a small tractor, but no further developments were made during the war years.

In 1953, O&K presented the impressive auto tipper AS 600 to the experts. It was quite unforeseen that after 70 years this concept would still be valid in today's dumpers. At that time, these kinds of vehicles were unique on construction sites and their development was only beginning.

With the AS 600, O&K introduced a really impressive member of this new class. It was possible to load up to 4.5 m^3 into its bin and transport it. The 195 hp four-cylinder O&K water-cooled diesel engine supplied the necessary power. The dumping bin was made to be extremely robust with massively re-enforced ribs on the sides and hard wood sheets on the floor of the bin.

The tipping-out function of the AS 600 was done mechanically by opening a lock then the bin which was designed like a cradle, tipped over forwards once the vehicle made a quick stop. When the bin was empty, it returned to the upright position by another short stop of the vehicle in reverse gear. If more gentle and delicate emptying was needed, the AS 600 could also be ordered with a modern hydraulic tipping mechanism. As another option, a removable bin was available. A ZF finger lever shaft and steering made it easy for the driver to manoeuver. It had four forwards and backwards gears and reached a top speed of 33 km/h. A special feature of the AS 600 was the patented driver's seat which pivoted 360°. With it, the vehicle could be utilized fully in both directions. These capabilities are popular again today with the so-called 'Dual View' by Wacker. So it is not a new idea. A steel cabin with safety glass installed protected the operator of the AS 600 from wind and weather as in other tippers and shows how forward-thinking the O&K constructors where at that time.

Great things come in small packages: Motrak S 8

If there was a need for small transportation jobs on construction sites, commencing in 1955, O&K offered a solution. First, they offered the GF small tipper made in England for which they had exclusive distribution rights in Germany until 1958, when they started to make their own 'Motrak' (Motorized transport cart) AS 100 and 150s with bin contents of up to 1.5 m3. From these followed the further development of the S 8 and S14 A at the beginning of the 1960s. The smallest Motrak at the time was the S 8 which in addition to use in construction was designed to suit many industrial applications as well as garden and landscaping work, municipal applications and agriculture. Unlike their predecessors, they were not powered by an O&K engine but by an air-cooled 9 hp Deutz-Diesel which guaranteed the easy handling of material up to a maximum of 1.3 t in the bin which had a 0.8 m^3 capacity. Here too the tipping out was done by releasing a lock then the bin returned upright by a spring mechanism. With its many features, the S 8 could be customized for many different uses.

In addition to a high tipper bin, a flat deck and a swiveling round bin version were also available. The S 8 became even more versatile with the attachment of a sweeper machine or a special detachable concrete bin. It was later on replaced with the S 10 type which was a further very successful Motrak tipper from O&K.

Municipal vehicles in their winter attire, part II

Ever at the ready!

by Robert Bretscher

A year ago, we introduced three models with snow plows from our childhood days. Now follow further models from Robert Bretscher's beautiful collection ...

It's no coincidence that two of the models are from Conrad because this maker has always made different types of municipal vehicles. Not surprisingly vehicles in the winter theme are always found in its catalogues.

Snowplow on Steyr 91

Conrad unit # 3451, 1980s

The first lorry, the 85 hp strong Steyr Diesel type 380, was introduced in 1948. Thanks to the Swiss importer in Zurich, some of the tippers from that construction series found their way into Switzerland. Included in the production lineup were the well-known Haflinger and Pinzgauer lorries.

A mix of companies, Steyr-Daimler-Puch AG, was at that time one of the most important employers in Austria. Commencing in 1987, the separate production entities were taken out of the group and transformed into independent companies.

Lorry production was sold to MAN in 1990, but, on request, until the end of the 1990s, it was possible to get the MAN lorries delivered with a Steyr radiator grille.

For this Steyr snow plow, Conrad used an existing chassis upon which, earlier on, they attached different cabins from Mercedes or Magirus Deutz. The flat tipping bin (article # 3040) was already in use on vehicles made by Gescha in the 1970s. It is surprising that under the article # 3040 not only the tipper, but also complete two- and three-axle lorries were in the product range. Nevertheless, this great looking model, painted in municipal colours, is very nicely decorated and looks realistic with its snowplow.

Taking a closer at the roof, in addition to the two warning beacons, we see two particularly striking spotlights and, further down, red painted indicator lights and two solid positioning rods made from springy wire. The model had a rare glassed Steyr cabin and a detailed interior. Especially noticeable is the finely made snowplow on a stable ladder frame with the outside of the blade elevated on one end. The whole snow clearing module is equipped with an effective lift and turn mechanism. Quite clearly visible are the replaceable bottom cutting edge blades on the plow with their brackets at the back. The whole snowplow with the lifting system and the attachment plate can be quickly and easily taken off

by removing the mounting screw. Using the same procedure in reverse, it can be attached to a different truck.

Wedge snowplow on off-road vehicle Unimog 406

Corgi Toys, article # 1150, 1971

The Unimog is an ideal attachment carrier and therefore very much in demand by private companies and municipalities. In the beginning, the production series 406 (1962 – 1977) had a 65 hp engine; from 1971 onwards, it had a 90 hp OM six-cylinder diesel engine. Standard equipment for the 406er was a tipping loading bridge rated at 2 tons, and two power take-off shafts to attach a variety of tools.

At Corgi Toys, the first Unimog of the 406 series went into production as a toy in 1969 as a simple tractor truck with a flat deck. More than 1 million units with several versions of upper structures crossed the sales counter! This indicates how carefully the maker made the model including several surprising details. The fully glassed-in driver's cabin with the two rear view mirrors attached has a richly detailed interior. The plastic canvas cover is removable so that the flat deck surface with its nice wood grain surface detail can be seen. Underneath the vehicle are exact replicas of the prop shafts and gear box. The wheels have off-road tires each of which is individually sprung with a spiral spring that works well. A spare tire placed on one side, a trailer coupling and the large diesel tank with filler neck are part of the complete equipment. The wedge snowplow, made with replaceable bottom cutting edge, is attached and can be moved with the hydraulic cylinder. It is decorated with two red position-indicating flags.

Multicar tool carrier Type 26

Conrad, article # 5068, 2001

The challenges for municipal technology, from street cleaning to hard winter work, are so varied that often small vehicles are used as tool carriers. The compact external measurements and the simple quick coupling devices make this vehicle indispensable for every municipality and also for larger settings such as Frankfurt am Main airport.

Conrad has perfectly copied the two small tool carriers with their special features. The Multicar (#5068) is equipped as a tipper like a real lorry, with twin tires at the rear and well-functioning steering in the front. A spare wheel, an air filter as well as the tilting driver's cabin with interior modeled round out the features.

The winter equipment, comprising a simple clearing blade and a removable sander is a cleverly designed set that can also be attached to the Schörling Streufahrzeug (sanding vehicle). This BKF (Bürgersteig-Kehr-Fahrzeug-sidewalk sweeping vehicle) #5067 is a multifunctional cleaning vehicle which in the summer is used as a street and sidewalk sweeper keeping the narrow lanes clean and, in the winter, is used to keep the same free of ice using the salt dispenser (introduced in issue 6-2019).

A diorama with details

Builder's yard in 1:50

by Daniel Wietlisbach

It is very rare that dioramas are made as detailed as the one created by Benjamin Dupke. Even individual flowers are planted ...

Even a child, Benjamin Dupke was fascinated by playing with his models in 'real' surroundings. The carpet in his room became a landscape or the sandbox a simulated construction site. Later on, in Internet forums and groups he discovered dioramas from other collectors and started to play with the idea of 'building something like it' himself. Benjamin was convinced that even the best models look better by far when photographed in realistic surroundings.

For a while, the collector "only looked and admired the work of others", as he remembers, then he purchased a piece of plywood and started to build. His beginner's piece was nothing special, but his enthusiasm increased with every diorama and every detail he was able to add.

The collector is of the opinion that everyone can build a diorama because it is not especially difficult. He finds his ideas and inspiration every day when he visits a construction site or takes a walk outside. His best example is a dandelion which grows in a crack of the asphalt. He discovered this flower by pure chance, offered in HO scale in a model train shop. The set of 'weeds' from Busch was ordered and, indeed, the flower was a good match to 1:50 scale. Plants in particular are often over scale size in 1:87 and therefore look realistic only when used in a larger scale.

Over the last ten years, from collectors he had befriended he purchased or swapped a multitude of details that are typical for construction sites. One of his favorite suppliers is Markus Kirchel from MKD-Dioramaland and through their fruitful co-operation, many details were produced. He also worked with Jonas Brückmann who has an eBay shop where he sells details in 1:50 made from 3D prints. Formwork props, mortar buckets and bins and other details have been created this way and are now available in the shops for other diorama builders to use.

Benjamin Dupke uses much-diluted water colours, paint pigments and finely sifted dirt and construction rubble to weather his dioramas.

Remo's old iron

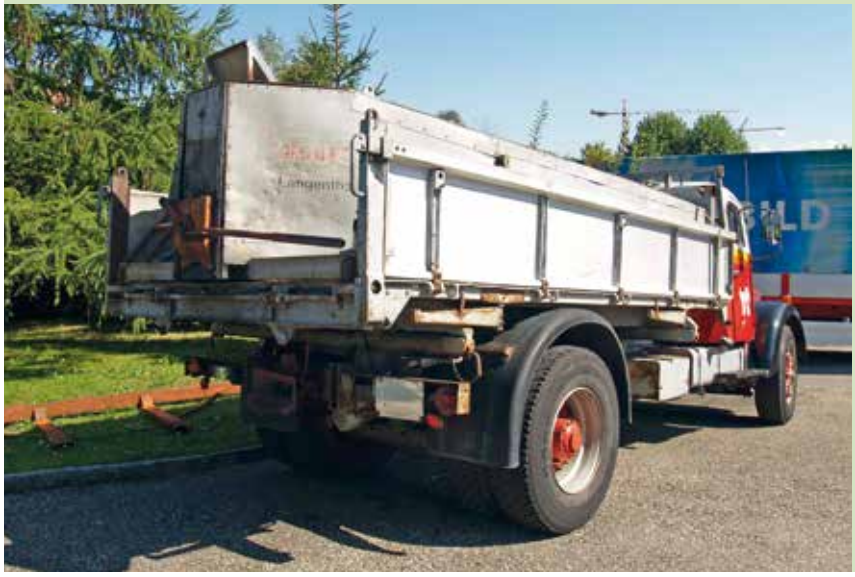
Do you know this truck? Recognize it and win a model!

by Remo Stoll

This Swede belongs to a small transport company which has several other Old-timer lorries. While its brothers which have undergone top-notch restoration are sometimes spotted on Old-timer meets, the one here is still a real work-horse, still in regular use, although not daily.

Recognize the lorry? Please send us the exact name and type designations. The contest deadline is the 15th of February, 2021. We will hold a draw to select winners if there are more correct answers than prizes. Please note that only entries with complete mailing address information can be considered so that we can mail the prizes out correctly.

This time the winners will receive one of the following prizes: The Wirtgen W 210 Fi cold milling machine from NZG, the Komatsu PW148-10 in the limited white series from Universal Hobbies or the MAN TGS M 18.500 Agrar with snow plow from Conrad.



Solution from Trucks & Construction 6-2020

The solution from Trucks & Construction 6-2020: the well-preserved excavator-loader in question was a Massey Ferguson (MF) 50B-4. The winners are: Frédy Eberhard whose prize was the Tana E520 from NZG, Alexander Renner winning the Actros 6x4 'Toll' Australia from WSI/Drake Collectables, and Marc Maly who won the Kobelco SK140SRD from Motorart. Congratulations to all the winners!

New on the market

CCM 1:48

In 1974, Caterpillar introduced its 583K pipelayer dozer based on the D8K. The built-in Caterpillar D342 produced 300 hp and the maximum lifting capacity on the side-mounted outrigger was 63.5 tons; with it, the 583K was the second-largest pipelayer in the Caterpillar program. CCM used the relationship with the D8K for the construction of the pipelaying dozer. It is easily seen that there are few identical parts on the models. With winches, rigged pulley block, counterweight and markedly more operating levers at the operator's seat, pipelayers are very finely detailed models and this is especially so for the 583K from CCM. To increase stability, special wide crawler tracks were mounted on a lower chassis that was also adapted for the new use. The counterweight beam adjusts hydraulically. The plastic weights must be inserted from the sides by the collector. The plastic housing for the winches with the two cable drums is nicely detailed. Both winches for the outrigger arm adjustments and the sheared-in pulley block and hook are operated with the screwdriver included with the model. During this operation, attention must be paid to ensure that the cables are always kept taut. Probably because of this, CCM has limited the degree to which the arm can be adjusted otherwise the cables of the hook and block cannot be tightened. For this reason, it is recommended that a load be attached to the hook. The driver's area with its many additional levers and pedals has been modeled in great detail and provides an excellent illustration of how the machine operates. All levers and handholds are made from thin plastic. It was possible to take the non-functional rear winch from the D8K model. Of course, the typical front bumper0 underneath the radiator was modelled.

Old Style Manufacture 1:50

Here the name is program! Steffen Drascher from Rechberghausen, known from the 2-2014 collector's portrait, is now offering aging and weathering for historic and current models, according to customer's wishes. Because he himself is an enthusiastic collector of 1:50 scale models, he offers his services only for models in this scale but for all categories,000 including construction machines, cranes and heavy-duty transport. (Contact over Email: steffen_drascher@gmx.de)

Universal Hobbies 1:25

The Bobcat S450 is compact loader on wheels with a classic shape. The operating weight is around 2.44 t and the unit has a 654 kg capacity of lifting and transporting a load. The 2.4 l Bobcat engine produces 36.5 kW.

The model has been made in the same finely detailed way we are used to from Universal Hobbies. It is true to scale and the high metal content gives it a pleasing feel when held. Supply lines are present and the quick coupler makes it possible to exchange the bucket with alternative tools which are available from their shop. The radiator grille is especially nicely engraved and also very nice are the transparent plastic lights. The glassed-in cabin has a very fine protective grille and an exact interior. We will introduce the also new T76 and S76 in 1:25 in our next issue in detail.

MSM – Mountain Scale Manufacturing

This producer in the Principality of Liechtenstein is a specialist for 3-D printed accessories. He offers construction site tanks from 550 to 20,000 liters and now a new set of three tanks in the beautiful Eberhard-paint scheme in a limited series of 100 pieces. The tanks have been printed in the company colours and are lettered true to the original. Thanks to the pierced lifting rings they also can be lifted and loaded for transport. (www.msm-modelle.com)

Eberhard/ Motorart 1:50

The remainders of the so-called Birthday Model 2020' (all employees get a model every year for their birthday) are available right now from the Eberhard-Shop. This time it is a Volvo L350H. (shop.eberhard.ch)

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
Demag CC8800 Boom Booster	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LTC1050-3.1 «Senn AG»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr A920 «Georg Bieber»	1:50	Conrad	Dealers	www.conrad-modelle.de
Atlas 350 MH update	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs Stream Space 2.3 SLT 8x6 yellow	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs Stream Space 2.3 SLT 8x6 / Faymonville «Spiegl»	1:50	Conrad	Dealers	www.conrad-modelle.de
Kobelco SK500LC-10 with 3 tools	1:50	Conrad	Kobelco	www.kobelcofanshop.com
Kobelco SK140SRLC-7 original and yellow	1:50	Conrad	Kobelco	www.kobelcofanshop.com
Kobelco SK140SLRC-7	1:50	Conrad	Kobelco	www.kobelcofanshop.com
Zoomlion ZAT 3000V	1:50	Dongguan	Dealers	—
Zoomlion ZCC9800W crawler crane	1:50	Dongguan	Dealers	www.nzg.de
Mack B-81 6x4, different colours	1:50	Fire Replicas	Dealers	www.nzg.de
Demag B335	1:50	GMTS	Dealers	www.lkwmodelle.de
Demag AC 700-9 «Wagenborg»	1:50	IMC	Dealers	www.imcmodels.eu
Tadano Demag AC 250-5	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 6x2 / low loader «Krommenhoek»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros GigaSpace 6x4 «Savikko»	1:50	IMC	Dealers	www.imcmodels.eu
Nooteboom OVB ballast trailer grey	1:50	IMC	Dealers	www.imcmodels.eu
Semi lowloader grey	1:50	IMC	Dealers	www.imcmodels.eu
Ballast set and transport frames set for Demag AC 700-9	1:50	IMC	Dealers	www.imcmodels.eu
Ballast set for Demag AC 220-5 / 250-5	1:50	IMC	Dealers	www.imcmodels.eu
Load power modul «Vestas»	1:50	IMC	Dealers	www.imcmodels.eu
Trojan 8870 heavy haulage tractor «Mammoet»	1:50	IMC	Mammoet Store	store.mammoet.com
Hamm H7i Rops, set, «United / NEFF / Sunbelt»	1:50	NZG	Fritze's Modellbörse	www.fmb-shop.de
XCMG XCA 220 mobile crane	1:50	—	Dealers	www.nzg.de
XCMG XGC 220T crawler crane	1:50	—	Dealers	www.nzg.de
Scania R580 8x4 / HMF crane «HMF»	1:50	Tekno	Dealers	www.tekno.nl
Scania S 6x4 / Meusburger low loader «Vögel»	1:50	Tekno	Dealers	www.tekno.nl
DAF CF 410 6x2 «Renewi»	1:50	Tekno	Dealers	www.tekno.nl
Different Dioramas, harbour, street, etc.	1:50	Tekno	Dealers	www.tekno.nl
MAN TGX 8x4 SLT «Sarens»	1:50	Tekno	Sarens Shop	www.sarensshop.com
Manitowoc 4100W «Sarens»	1:50	Weiss Brothers	Sarens Shop	www.sarensshop.com
Liebherr LTM 1750-9.1 «S.E Levage», «Colonia»,	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1090-4.2 «Franz Bracht»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr MK140 «Felbermayr», «Friderici»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 10x4 / low loader «Van der Vlist»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 8x4 / truck crane / low loader «Van der Vlist»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 10x4 / low loader «Twan Bierings»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Arocs 8x6 MP4 / low loader «Emil Egger»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Arocs 8x6 MP4 / low loader «Prangl»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros 8x4 MP5 / Scheuerle Intercombi «Navigator»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania 141 6x2 / stone trailer «Van Oort Dreumel»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF 3300 6x4 / flat bed semi-trailer «Thömen»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH16 6x4 / ballastbox «Mammoet»	1:50	WSI	Mammoet Store	store.mammoet.com
Liebherr LTM 1450-8.1 «Schmidbauer»	1:87	IMC	Dealers	www.imcmodels.eu

Our partner page

Visit to the Pollini Quarry

Vergeletto, a village in a side valley of the Onsernone Valley in Ticino, is probably the largest quarry in Switzerland. The Pollini company extracts blocks of Onsernone gneiss there, which is known far beyond the borders of the country.

The machinery used is impressive. Most of them are Caterpillar excavators and wheel loaders. The heaviest machine is a 385B, which had to be dismantled for transport to the quarry, as an excavator of this size cannot be transported in one piece on the narrow and steep road. For each job there is a special piece of equipment, such as the bucket crusher on the PMI excavator.

De-construction at the Mythenquai in Zurich

SwissRe Investments AG, headquartered on the Mythenquai in Zurich, is replacing their apartment and office building originally built between 1982 and 1986. The ARGE Mythenquai (Construction Consortium Mythenquai comprised of Implenia Schweiz AG and Marti AG Bauunternehmung, Zürich) as the main contractor, tasked Eberhard Bau AG with the de-construction of the site, which contained a building having a volume of almost 190,000 m^3. In order to drive over the basement ceilings of the building, 5,000 Jib Winches for ceiling supports had to be installed in the four levels of basements.

The below-ground levels were enclosed by a 60 cm thick slurry wall and an up to 200 cm thick concrete base plate was installed at a depth of 15 m. In order for this ‘box’ not to rise upwards, the ground water level was lowered by using 27 filtering wells. 2,500 t of steel girders were used to stiffen the ‘box’ so that the four underground levels can be deconstructed in the spring of 2021.

News in brief

Volvo VNR Electric

With the introduction to the market of the battery-electric Volvo VNR, Volvo is taking a lead role in electric commercial vehicles in North America. The Volvo VNR is designed for local and regional delivery traffic. The lithium-ion battery producing 264 kWh allows for a range of up to 240 km; it reaches 80% capacity in 70 minutes of charging time. The Volvo VNR is the result of extensive in-the-field testing in California during the so called 'Lights Project' which had the goal of developing a working electric truck. The project also created a dealer-service model for the trucks as well as technicians and training programs. (dw)

Liebherr R940 Demolition

Liebherr is expanding its R960 (33 m) and R950 (27.5 m) series of demolition excavators with the new R940 with its maximum working height of 23 m when equipped with an attached tool that weighs 3 t. It has a width-adjustable lower chassis (gauge width up to 3.3 m) and a maximum working weight of around 63.9 t. The built-in four-cylinder in-line engine from Liebherr conforms to the exhaust control step V and produces 200 kW (272 hp). The Demolition Control System gives the driver real time information and intervenes if the outrigger arm over reaches or the stability of the excavator is endangered. Whether an R980 Demolition will follow may become clear at the 2022 Bauma. (up)

More efficiency options at DAF CF and XF

The two new optional packages are designed to help the DAF CF and XF to achieve greater fuel efficiencies. They are called 'Ultimate' and 'Ultimate+'. Their main feature is the battery energy management system which oversees the condition of the batteries. Furthermore, the options package also monitors the optimal air pressure in the tires, which contributes to more fuel savings. Also included is an assistant that estimates speed which in return allows the prop shaft to maximum use of the lorry's kinetic energy. LED headlights and rear lights are included for improved safety. On the 'Ultimate+', the Online Fleet management system from DAF Connect is also included. (dw)

Hitachi Excavators of the Generation 7

Following the excavators in the 30-ton class, now the large excavators ZX490LCH, ZX530LCH, ZX690LCH and ZC890LCR with working weights between 50 t and 90 t are also available in the Generation 7 configuration. The improved cabin design offers more room and even more comfort for the operator. The new ECO tracker on the LCD monitor indicates the fuel efficiency of the machine at work. The improved Trias-III-Hydraulic System improves the efficiency and allows further fuel savings of up to 20% over its predecessor models. All engines are from Isuzu which conform to the EU exhaust protocol of step V. On the two smaller models they produce 295 kW while on the ZX690 they produce 349 kW and on the largest machine, 380 kW. (up)

Caterpillar 785 Next Generation

The 785 with its carrying capacity of 136 t was the first open cast mining tipper from Caterpillar. 35 years later, he is again, with the same designation, the first large tipper of the Next Generation. It has a flexible technology platform and optional configuration possibilities and is designed to help open cast mining companies to achieve their individual goals. Productivity starts with the driver, he sits in a newly designed cabin which has many automatic features. The maximum carrying capacity is around 139 t with the optional larger tires, 142 t are possible. Sufficient power is provided by a Cat 3512D engine with to performance options: 1193 kW (1600 hp) or 1081 kW (1450 hp). (up)

Sideguard Assistance

Mercedes-Benz is offering this option since 2016, factory installed the so called Sideguard-Assistant S1R. This system is designed to warn the driver of pedestrians, cyclists and scooters in his blind spot, during a turning maneuver.

Currently, in the past year, in Switzerland and Germany, already 85% of all the Actros were ordered with the Sideguard-Assistant and for this year, the Stuttgart Company is announcing a new step towards more safety. Starting in June, they will offer a new system, the Active Sideguard Assist (ASGA) which not only warns the driver of a problem but also, up to a speed of 20 km/h, will activate automatic braking down to a full stop. (dw)