

Laster & Bagger

English text at lasterundbagger.net

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Modelle von Lastwagen, Baumaschinen

Mit Wettbewerb

Bymo 1:50

Komatsu
PC 8000-11

Eigenbau 1:50

Henschel HS

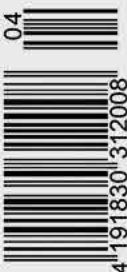
English text



NZG 1:50
Wirtgen SP 15i

Sammlerporträt
Ulrich Fankhauser

WSI 1:50
Liebherr G-LTM 1090-4.2



Editorial

Please pick-up your containers!



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".

As I write these lines, the dock workers in Germany are on a 'warning strike'. One side found it very irresponsible to strike during this time of crisis while the other side strikes just because the crisis situation is further negatively impacting their working conditions. Two views with a common problem: a backlog of containers!

Sitting on the ocean along German coasts are around 12 container ships with a total of 150,000 standard containers on board. They are waiting up to two weeks to unload. It was not long ago when there was a shortage of empty containers to ship goods and now, we have a backlog of full containers waiting to be picked up in the harbours! There is only speculation about the reasons behind it this. Possibly customer demand for goods has dropped off or, sellers have full warehouses, do not have room for more goods and, therefore, leave the containers sitting in the harbours. Additionally, the shortage of drivers to pick up containers is increasing pressure on the situation.

The only thing everybody agrees on is that the 'supply chain' is out of sync. Not a new insight.

It is almost certain that there are no containers with models sitting in the harbours. These would be picked up and sent on to collectors on the quickest way possible. Even the models in the containers still sitting on ships along the coast are closer to collectors than the ones awaiting pickup in China's harbours.

The short response to his long pre-ambles is that collectors will have to summon even greater patience. We assume that only half of the planned models for the Bauma will reach the shops in time. Which models have found their way on to the Editor's table during the last two months? You will see the answer on the following pages.

I hope you will enjoy reading them!

A handwritten signature in dark ink, appearing to read 'D. Wietlisbach'.

Daniel Wietlisbach

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Ulrich Frankhauser builds in 1:30 scale Cardstock resembles metal

by Daniel Wietlisbach

Ulrich (Ueli) Frankhauser was born in 1953 in Brittnau near Zofingen in Central Switzerland. His sister followed five years later. His brother is 14 years his junior. In 1958, the family moved to the neighbouring municipality of Strengelbach where the collector still lives today. Ueli's father was a carpenter and his mother a housewife. Originally, his father wanted to become a mechanic but his own father organized an apprenticeship with Ueli's godfather; there was rarely free choice for young people just after the war.

The grandparents were an important part of Ueli's formative years. They were the custodians at the nearby schoolhouse and were frequently visited by all the siblings at the end of the school day. Grandmother often provided the children drinks of syrup mixed with water. Grandfather was not only the custodian but also the scale master for the weigh scale located at the large intersection just in front of the schoolhouse. At that time, every community had a street scale which was used by the farmers to calculate the weight of their goods for delivery. The scale was also used to weigh cattle and other domestic animals. In order that everything was above board, an officer of the Federal

It is only the weight which declares that Ulrich Frankhauser's models are not actually made of metal. Nobody would suspect that cardstock is the material used for these perfect miniatures. A lot of work goes into these models which are made from scrap materials ...

Calibration Office visited regularly arriving in a lorry with attached crane. They unloaded heavy oak barrels on to the scale and, if necessary, adjusted the calibration.

Early-lasting impressions

Everything that happened around the scale and, of course, the traffic at the large intersection in the village was endlessly fascinating to little Ueli. His deep interest in engines and large, heavy vehicles goes back even further. When he was two years old, he received the gift of a wooden pull-along toy lorry from an uncle.

During his school years he often liked to play 'farm' with his toy cars from Dinky Toys while his sister played 'shopping'. Ueli put her shopping basket on wheels, added a tow bar and the lorry was ready! Creative ideas rather than money were in demand and so Ovomaltine tins be-

came feed silos and cut wire mesh simulated ladders for them.

Ueli and his friend often played on the dirt heaps at nearby construction sites. There he played with his pride and joy, a four-axle Foden lorry with a flat deck which allowed him to transport all kinds of things. Of course, he also spent hours watching the large machines and vehicles. Even today, it sometimes happens that he forgets all about time as he watches something that fascinates him.

He was not as happy in school where he had trouble with learning languages but excelled at mathematics. Luckily, the teacher of his last few grades expanded the concept of learning further and often used 'School TV' at his own home and when the teacher's car went on strike the whole class searched for the problem. All the children liked this practical approach to learning very much.

At this age, Ueli liked to play with his model train set from Trix which he had set up on a wooden board. He helped on his neighbour's farm and was permitted to drive the tractor which enabled him to earn the necessary pocket money to fulfill his dream of buying an electric locomotive for his train set. Evenings and late into the night he devoured youth mystery novels until his father removed the fuses for his room.

Educational training

Because of his early experiences, Ueli's father wanted his children to be free to choose their own professions. At least he wanted that until Ueli came home from school one day having chosen his profession. With great joy, Ueli showed his father a leaflet about the newly created lorry driver occupational training. The young man would have been among the first in Switzerland to attend the initial course which ran from 1969 to 1973. However, his father stated that his son should first learn something

'solid and reasonable'. There would always be time later on to get a driver's license for heavy vehicles. At that time, it was not a good idea to disagree with one's father and so Ueli decided on an apprenticeship as a machine mechanic. The master was fair but very strict and if you misbehaved there were penalties, just like in school. The firm where he was learning trained twenty apprentices at the same time and there was a lot of theoretic knowledge to learn. That left hardly any time for a hobby.

When Ueli was 19 years old a disaster struck the family. The father fell down over the mountainside during a hike and was killed. Ueli learned to drive a Centurion tank during his basic military service. Later he became the gunner in the crew because sometimes he had trouble reaching all the levers while driving.

In 1973, the freshly minted mechanic took a job with a transportation company. The deal was that the firm would pay all the costs for the lorry driver's license if Ueli would agree to stay three years with the company.

But then came the oil crisis which hit the tanker lorry section of the company very hard. The drivers sometimes played cards for days on end and waited in vain for trips to be booked. For once, Ueli was glad that he had learned another profession and went back to work at the place where he had apprenticed. He still took the lorry driving lessons but paid for them himself.

Upwards

For his first lorry driver job, he was given a Henschel HS14 lorry and trailer set to drive in which he transported large, fiberglass-enforced Polyester pipes to construction sites in the southern Cantons of Wallis and Tessin. There was room for only three pipes on each of the lorry and the trailer, a light load. It was an interesting job, especially when one realizes that then there was no Autobahn through the Gotthard tunnel.

After the oil crisis, many things went upwards. Ueli changed jobs and there he would stay for seven years. He took over a Volvo F7 with a Wela-ki upper structure (delivering skips). During these years he also obtained the bus driver's license because he was interested and wanted to expand his possibilities. He married his long-time girlfriend Dora in 1978 and a year later their first daughter, Brigitte, was born. Christine followed in 1982 and in 1984, twins Martin and Peter completed the family. In the same year they were able to move into their own house and they put a lot of work into it to make it their home.

Also in 1984, Ueli changed jobs and went to work at Ringier, a publisher with a very large printing press. He stayed there for 20 years but only

The collector

Ulrich Frankhauser (69) apprenticed as a machine mechanic, achieved his lorry driver's license after completing his apprenticeship and also drove busses. For the last eight years of his working life he drove busses for the Public Transit Company.

In addition to his modeling work, he is interested in the life of animals and enjoys spending time with his six grandchildren. Ueli and his wife Dora live in Stengelbach and he likes showing his collection to interested parties. Contact him by email ufamo@bluewin.ch or call +41 78 660 48 57.



the first seven years as a driver because of the working conditions on the road with endless traffic jams lasting for hours which he did not enjoy. Luckily, he was able to change and work in the production department inside the plant. He remained a driver as well and took the wheel when there was a lack of drivers. During this time, he also began to drive a coach on weekends.

In 2005, great pain from an accident in 1980, which was not correctly diagnosed, caused him problems. Ueli could no longer work and was temporarily classified as an invalid. Finally, a physiotherapist was able to help him and so step by step he was able to return to the work environment, even behind the driving wheel. In 2008 he started as a driver in Public Transport, first only 50% of the time then later on full time. He liked the work very much, and stayed with the job until in 2016 he went into early retirement at age 63.

Hobby

Ueli started with model building in 1972, the same year his father had his fatal accident. He bought the 1:25 kit of the Kenworth K100 from Revell which had probably been sitting in the sunny shop window for too long. Many parts were deformed so it was impossible to assemble them thus the theme of 'plastic model building' was a closed matter for Ueli. Nevertheless, he dreamed of European lorries and so, in the apprentice's shop, using tinsplate, he began to construct a model of his personal favorite, the Volvo F89. But tinsplate handling and heavy-duty soldering was difficult and the making of the original's shapes turned out to be very difficult and

finally he abandoned the project.

Then the model builder began to experiment with cardboard and other waste materials. While it is easy to see the material in the first models he constructed, today this is almost impossible as the pictures clearly show.

But why 1:30? This decision was purely by chance; after his first experiences, 1:25 was just too big and he also felt that scratch-built models should have some of the originals' functionality. And besides, there was absolutely nothing that could be bought in 1:30, a further incentive to build his own.

How exactly then are these metal-like bodies constructed from cardboard? As so often in model building, by patience and endurance. For quite some time the model builder has used cardstock with a smooth surface. Ueli makes wooden master forms for the creation of the nice-looking curves of models' bodies. The desired shapes and curves of a body are drawn on a wooden block which is then sanded until the builder is satisfied with the shape then the slightly wetted cardstock is pressed on to the wooden block and clamped into place. Once dry, it retains the shape. The curved front windows are made from transparent packing material (candy boxes) using the same method but instead of damping them down, a hair dryer is used to make the material flexible.

In the 'corners', where round areas of the upper chassis meet from different directions, liquid spackling compound is used and then sanded. The most important steps after that are the painting and sanding. Up to 30(!) coats of paint, always sanded after each application, give the cardstock a tinsplate-like surface. The creative model builder is always on the hunt

for material that can be re-purposed for building models. For example, the fine honeycomb grille for the FBW radiator is from an old tube TV he discovered at a recycling facility. From the waste pile of a paper mill he was able to take home half a palette of smooth cardstock. Fine curtain fabrics or identification windows in old wallets are extremely well suited for the simulation of various grilles. Coffee strainers, active charcoal filters for toilets and other household goods have found their way into his models.

Before Ueli starts building a lorry he researches intensively. There is a hanging file in a drawer which has no fewer than 500 (!) files about vehicles from Switzerland. Sometimes it takes a few years until a file is complete and construction can commence. Ueli is a welcome guest in many of the archives of no-longer-active Swiss commercial vehicle producers and at the Swiss Postal Service because vehicles from the former PTT (Swiss Post Telephone Telegraph), mainly the sector of telephone/telegram, are a main focal point of the collection. Additionally, he builds some specialized shapes like long material transporters with narrow cabins or clothing transporters.

For over 50 years the model builder has honed his craft and techniques and during this time has created the same number of models; he built forty lorries for himself and 10 pieces for others but he no longer has time to build for others. Ueli's dream would be to pass on all of his experience and techniques to an interested model builder but this is probably not possible because experience cannot be inherited but must be earned by doing.

Henschel HS 140 & Schmitz semi-trailer 'Lülf'

Margarine from

the Münsterland

by René Tanner

When in 1970 my father took the risky step and went independent with a Krupp two-stroke lorry, it was still possible to park in residential neighbourhoods without a problem. A grassy area, ten minutes on foot from our home at the time was still untouched and offered itself as a parking space. Today, a supermarket and a vehicle registration office occupy that very place.

The cabin of the Krupp had a white vaulted ceiling liner with many small holes. The prop shaft often sweated oil on which a heavy layer of dust settled.

In the long run, the grass parking space was not to be a permanent solution, especially since the two-stroke engine started coming to life at four in the morning and the first single-family homes had begun to appear on the mostly empty large grassy space.

A friend who had a heating oil business provided an opportunity to lease a large tract of fallow ground a little further away. With a shed on the site, it was an optimal location. It allowed for service to the Krupp right there and the 'garden' as we children called it, was a jewel for us. It provided a playground and many years later, a place for family reunions.

They were mighty, these long-distance haulers of the 'Wirtschaftswunder' (Post-War economic miracle) in Germany. René Tanner was impressed by them in his childhood and, as a model builder, a Henschel HS 140 was at the top of his wish list ...

The heating oil business friend who raised rabbits in addition to doing tank transports also used the space and thanks to some clever shunting manoeuvres, making space for seven lorries with trailers was easy.

Meanwhile, the Krupp had been replaced by an FBW underfloor engine with a Maybach gear box and the garden slowly changed into a real garden with vegetables plots and a fruit orchard. Even rabbits were raised and now and then a beloved bunny was the Sunday roast. The fuel oil dealer serviced his customers in the surrounding area with a newly acquired MAN F7. Previously he had used an HS 140 with a six-meter tank upper chassis. This monster of a lorry stood forlorn on the lot and was temporarily used as a storage tank. The grim-looking form, dark green on a black chassis and with a white band on the tank, looked as though it was approaching the end of its use-

fulness. The almost endlessly long engine hood, the huge headlights, the gigantic steering wheel better suited to a Rhein River steamer always seemed to attract my attention. I could not help but inspect the decommissioned Henschel because the driver's door always stood open. Seated on the red-brown bench seat behind the steering wheel that was almost twice my size I often dreamt of driving on endless roads. The Henschel, and the smell of its cabin remain in my memory. I also recall that I tried to hold in both of my hands the round solid steel balls, which resembled cannon balls, on top of the directional dip sticks on the front bumper. One has to imagine driving a vehicle the size of an artillery piece today through suburbs then filling heating oil tanks after dragging long, heavy hoses through the rose beds then staring constantly at the litre counter shut-off valve held with both hands

to prevent overflow. At that time the use of Hectronic gauges was not yet standard.

Hectronic

The Kienzle brothers founded their company in 1922. They specialized in watch making as well as the production of taxi and parking meters. Shortly before the end of the Second World War, the production of slide controls to regulate jet engines, U-boat diesel engines and Ram Jets engines began. Later on, Kienzle expanded its offerings by producing dental drills and drilling accessories for the silk spinning industry. In 1955, due to the car boom, Kienzle became a pioneer in developing measuring instruments for the petrol station industry. Additionally, they produced price calculators and arithmetic machines. In 1964, the Kienzle AG founded the Hectronic Company in Brugg, Switzerland. It produced the filling and safety systems for tanker lorries as well as a lorry steering system. With the installation of 30,000 systems for fuel storage tanks, Kienzle held the top position in the Swiss market. In 1996, the production side of Hectronic in Switzerland was shut down. The location morphed into a distribution site for Kienzle Products. Today, VDO Kienzle employs around 300 workers in eight subsidiaries and has 70 distribution partners globally.

Henschel HS 140 (1949-1961)

The history of Henschel goes back to the year 1810 when it was founded by Christian Carl Henschel. As a foundry, it had a wide production program. Later, as a machine factory, Henschel made locomotives, among other things. The six-pointed star be-

came the brand sign on locomotives. Then, in 1925, the decision was made to produce lorries for which they used the licenses of FBW that were on hand. Between the two World Wars, Henschel grew to be the most prominent producer of heavy lorries. The J6 type with its long protruding engine 'snout' was the long-distance lorry commonly seen on the Reich's autobahns.

In 1942, Henschel was given the edict to immediately stop producing all series of vehicles. Even though they just finished developing a new generation of lorries, their Kassel production site was converted for the production of Panzers. The production of lorries was outsourced to other locations, among them the Saurer factory in Vienna. After the capitulation in 1945, Henschel was forbidden to produce its own vehicles. Instead, under the brand name Hessia, the company concentrated on refurbishing American army vehicles for civilian use. These were given diesel engines with the Lanova combustion process technology especially developed for this purpose. In 1948, the Hessia brand was retired and returned to the mother corporation.

The first post-war product was introduced at the 1949 Technischen Messe Hannover (Hannover technology exhibition). It was the HS 6 with a smooth wooden driver's cabin and six tons of carrying capacity. For the 1951 IAA, (International Automobile Exhibition) it became possible to offer the re-worked lorry as the type HS 150 with a full steel cabin, easy recognizable by the bulbous doors. The designation now no longer reflected cargo capacity but the hp performance. Shown in 1953, the HS 170 was the final development

with the all-steel cabin and adapted engine hood and in 1954, the wooden driver's cabin disappeared for good. The so-called 'Seebohm'sche Gesetze' (Seebohms laws) in the middle of the 50s severely limited the size and weight of lorries in order that the Deutsche Bundesbahn (German State Railway) could become competitive again after the War. Because of the trend towards the European Common Market, this restrictive approach had to be abandoned. Because of their length, rather low performance and carrying capacity, long hood-forward lorries came under more and more under pressure. Increasingly, numbers of them changed over from long-distance transport to the construction sector. This explains why the HS 170, the flagship for long-distance hauling, disappeared completely from the product offerings in 1955 but more vehicles were exported. In 1958, the customer could still choose between two engine versions: an 8.5 litre engine or the stronger 11 litre which had a choice of 165 hp, 180 hp or even up to 192 hp. The road laws changed again in 1960 and since the 16-ton vehicles were again allowed it was finally the end for the long-hood lorry. Production of them ended in 1961.

GMTS Henschel HS 140

The original model of the Henschel HS 140 introduced by GMTS and finished in the colours of the Schmelz hauling company from Kassel represented the 192 hp HS as a 16-ton tractor with a six-ton front axle assembly. Because of the larger 12.00 tires required, the front fenders had to be shortened to guarantee the necessary turning radius. Earlier models had the longer front fenders and

the narrower front axle with the usual 140 hp engine which I personally found more attractive.

I decided to build one with a Schmitz-cab because I really did not like the all-steel driver's cabin. At that time, it was still the custom for an entrepreneur to take his newly acquired lorry to the vehicle builder in to order have the cabin customized according to his own wishes thereby creating a more luxurious cabin. In Bernd Regenberg's book are some terrific conversion examples, among them the tank trailer and lorry combination of the margarine producer Lülff from Osterwick in Münsterland (Germany) introduced here. It looks very elegant with its smoky-blue, semi-tank trailer which looks like a milk tanker. Schmitz was the builder and finisher for both of the Lülff HS 140s.

When working with resin models, it is no problem to use a Nitro-Thinner for stripping paint as I did successfully. The cabin as well as the interior is made up from thin plastic sheet stock glued together to make up the layers of a 1.5 mm sandwich which is easy to work with. Only the fire wall, the end piece that has to match the end of the engine hood at the cabin, required some extensive

sanding work until it fitted the hood exactly. The roof was increased with layers of plastic sheet stock and then sanded down accordingly. The decorative trim was made from 0.3 mm aluminum sheet stock and 0.6 mm steel wire then glued on. Between the primer coat and the final lacquer coat the previously applied layer of paint was always sanded with a Dremel tool before applying the next coat. The chassis was used as is; only the tank and the mudguards as well as the tool box were added afterwards. The semi-trailer comes from the Tekno program and only got a new lid for the dome and the appropriate rear look. New side hose storage boxes made from 0.5 mm aluminium sheet stock complete the trailer. It was painted using the RAL paints from Motip. The tank on the upper structure was ringed with self-adhering bands of aluminium foil upon which finer stripes of chromed foil were glued.

Tenon grinding

Modellers who research the history of commercial vehicles intensively have to deal with the special surface texture of the planking on milk tan-

kers. In the early 60s, this kind of planking surface pattern was often used on the Isotherm and refrigerated lorries but today it is seen only on milk tankers. This planking pattern is still widely in use today by our southern neighbours.

A drill press using a cork plate was used to apply the typical patterns to the prototype by hand. Today all this is done with the most modern water sanding technology.

I have tried out several ways to achieve this in model form. I got the best results by using 0.2 mm aluminium sheet stock smoothed out flat on a level, clean surface. Then using a fine copper brush and the hand-held model drill tool, I applied the pattern with delicate touch. To get an exact fish scale pattern, I used a template made from a piece of 3.0 mm plastic sheet stock. The fish scale pattern is made by punching the plastic sheet in a straight line with a belt hole punch. The template is then used, straight or staggered, depending on where it is to be applied, as a guide for the motor tool's brush. Thanks to the fine and very bendable aluminium sheet stock, round edges as well as flat areas can be covered with the created material.

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White Giant from Bymo in 1:50

Komatsu PC 8000-11

by Daniel Wietlisbach

The Caterpillar factory in Dortmund is now closed, therefore, the PC 8000-11 is the last large mining excavator to have been built in Germany. It is available with front or backhoe bucket and working weight ranging from 768 to 777 tons. With a bucket capacity of 42 m³, it is designed for optimal loading of mining dump trucks in the capacity classes of 210 to 360 t. The two built-in Komatsu SDA16V160E-3 V16 engines, combined, can produce 3000 kW (4020 hp). Alternatively, the excavator is also available with two electric asynchronous motors that together deliver 2898 kW (3940 hp) of power.

Model from Bymo

The almost 10 kg model is also fascinating in the 11 version thanks to the many details that can be discovered on the model. The excavator has been transposed correctly into the small scale and has a very high metal content, as hinted at by the weight. The massive lower carriage has been modeled just as plain as the original, but at the same time, shows all the details which are nice to see especially, the drive motors with supply lines. Running and support wheels are made correctly, and thanks to the sprung guide wheels allow the tracks to turn very easily. On our sample, there was even an audible squeaking sound.

The model of the PC 8000-6 appeared at the end of 2006. An update became necessary because while the 11 series may look the same initially, in many details it is much different from its predecessor ...

The upper carriage looks huge. The eye level of the driver is given as being at 9 meters. The driver reaches his workplace by way of a hydraulically foldable set of stairs, attached higher up, which is made completely from metal castings. The foldable emergency ladders on the side and the slightly over-dimensioned safety railings are also metal castings. The running boards and air vent grilles made from photo-etched metal sheet stock are especially dainty. The upper chassis is completely detailed underneath and shows the three slewing motors, the tank filling plant and further details. Doors and hatches on both sides all have hinges and handles.

The 'furniture' of the deck including its two exhaust boxes, four air filters, two air vent boxes for the engine cooling system, the lube fluid container for the central lubrication

plant, a total of eight fire extinguishers as well as other power units are all finely detailed. The honeycomb-shaped air grilles on the deck were modeled by printing them on in two colours.

The cabin is made from a single metal casting. Sun blinds cover the side windows. The front window is mounted flush but, unfortunately, the window wiper is only printed on. The interior equipment is made from a mono-colour plastic part. An air conditioning unit, work spotlights as well as rear view mirrors complete the details on the cabin.

Boom and jib are exactly engraved and even have pierced lifting rings. All 14 hydraulic lines running from the upper chassis to the cylinders have been modeled completely and are free standing and include the correct hydraulic hose connections. The hydraulic cylinders are also very detailed with all the fittings and hook-ups, and the cylinder piston rods are chromed. The cylinders keep the bucket stable in any position. All bolts at the joints are coloured so do not distract the eye. Ladders and walkways complete the boom.

At a glance

- + Metal content
- + Detailing
- + Updated model

Four main castings comprise face shovel is made. Observed from below, one sees both hydraulic cylinders of the hinge mechanism. The six teeth as well as the five cutters in

between, and the four side cutters, are separately attached parts.

The unit has a nice satin matt finish. As usual the very crisp lettering is limited only to what is necessary;

it is sharp and easy to read. In addition to the white version, which sold out very quickly, the PC 8000-11 is also available in yellow, as we would expect.

Compact offset Slipform paver from NZG

Wirtgen SP 15i

by Daniel Wietlisbach

Compact offset Slipform pavers are a fascinating species of machine and many collectors only took notice of them once the first NZG model for Wirtgen appeared. As the name suggests, during road building the machine is used to make continuous molded concrete parts. Quick-setting concrete makes this possible. The machines used for this procedure differ from inset pavers. While the inset Slipform pavers are used mainly to make flat surfaces such as roads and walkways and so do not differ much from other pavers, offset pavers can be used to make edge trim, water gutters and small walkways. For this work the concrete comes from a concrete mixer lorry and over a slewable belt or by an auger conveyor, directly into the machine's mold. A wide variety of forms are available for the machine. The Slipforms attach to either the right or the left side of the machine and the concrete parts can be made with or without reinforcements.

The SP 15 made by NZG appeared in model form for the first time at the 2010 Bauma. At the time of its release, we didn't have any free pages for the little model but now we can introduce the updated SP 15i ...

Weighing 10.35 t, the SP 15i is the smallest offset Slipform paver; the maximum width of the forms is 1,800 mm and the maximum height is 1,300 mm. The top pouring speed is an impressive 15 m/Min which is probably only possible when pouring small profile parts. It is powered by a water-cooled, four-cylinder Deutz TCD 4.1 diesel engine which can produce 95 kw (129 hp). This complex machine with its many measuring instruments and supply lines is a big challenge to turn it into a model.

The model from NZG

The questions the fabrication department asked were probably: What do we want to replicate, which func-

tions make sense, and what details would go too far to copy? Compromises were made, and consideration was taken of how many collectors would be ready to pay for such a small machine. But, in the end, all led to the production of this excellent model. It is made mainly from metal and is to scale.

The three drive units are precisely engraved, and the yellow rubber tracks that turn depict the original well. The height the drive unit is adjusted by using a prototypically modeled hydraulic cylinder which moves in and out. The sideways adjustment function mimics the big machine; the front tracks move like a parallelogram while the back moves along a guide operated with a hyd-

raulic cylinder. The platform sits on brackets supported by the three main lifting columns.

In the middle are the engine room and the operator's station; both are precisely engraved. Ladder, handholds and safety railings are sturdy metal castings. There is provision on the left side to clip on an umbrella to protect against the elements. So that the machine can be operated on both sides, the control panel or a cover can be attached to either side; the exhaust folds down during transport.

Of course, the concrete feed chute turns to both sides. The receiving hopper and the housing of the auger conveyor are one unit and, like the

original, can be adjusted. The auger, that is applied separately, has a fine screen mesh on the top to protect it. At the end of the auger is the moveable slewing conveyor belt. The offset Slipform that is made up from several finely engraved metal parts comes separately packaged, to be attached to the frame that pulls out in either direction. Understandably, it does not move. It is set up to pour a curb strip.

At a glance

- + Metal content
- + Functionality
- + True to scale



Just before the Slipform is a flange-mounted milling attachment with an auger, all contained in a housing. This so-called trimmer removes any uneven spots and ensures an absolutely level surface for the poured concrete.

The paint has been applied very cleanly and the model has good colour separations. The fine bolts at the joints are silver, just like the originals. Lettering is very sharp and easy to read. NZG went out of its way to give this almost dainty model many functions. We look forward to the Bauma with great anticipation because the large Inset Slipform paver SP 64i has been announced.

The 'King of the Saurer lorries' from GMTS

Saurer D330B N6x6

by Daniel Wietlisbach

At the same time that Caterpillar made history with the D10, another legend appeared in Arbon on Lake Constance. In 1977, the Saurer types D290 N and D330 N in the 4x2, 4x4, and 6x6 configurations were introduced. They were designed to be used on construction sites as heavy equipment carriers or heavy-duty pulling units. The engine of the D330 N6x6 could produce 330 hp. The new feature then was the engine hood made from synthetic material which made it easier to service the vehicle. Seventeen lorries

For many, these all-wheel drive vehicles from Saurer represent the perfect image of power and strength. Now, the D330B N6x6 is also available as a resin model ...

were built in this first series. In 1982, the designation changed to D330B N6x6 and the optimized six-cylinder D4KT was able to produce 315 hp. Of these, a further 18 vehicles were made. The lorry of the Eberhard Bau AG has been preserved in its original livery. It still resides at the Ebium Baggermuseum (Excavator Museum) together with a four-axle Mo-

ser low-deck trailer for construction machine transports. Recently, at the Weiach History show it was able to demonstrate what it could do.

Model from GMTS

Once the model of the 4x4 dumper had already been released in a variety of company liveries, collectors

anxiously awaited the top model, this three-axle version. Very kindly, the Ebianum made a unit in the Eberhard colours available for us to look at and there is nothing to say but, “The model is a real joy!” The proportions have been very well met and while not easy to replicate, the shape of the cabin has been superbly done. The dumper is made true to scale and when checked, met all the main measurements. The then common Swiss maximum width of 2.30 m is correct from front to rear.

The wheels with the two-coloured rims and the tires with prototypical profiles are especially nice. The chassis is not pierced as is usual with resin models because of the stability, but shows off all visible details well. These begin with the leaf suspensions of the front axle, continue to the prop shaft, the brackets and brake cylinders of the rear axle and end with the replica of the Rockinger coupling and the rear lights. Fuel tank with anti-skid cover, tool and battery boxes,

compressed air tanks and the exhaust plant are exactly as on the Eberhard original. Even the two chocks on the left side were included.

The cabin mentioned above was augmented with many individually applied details. Radiator grille and window wipers are etched brass parts; handholds, rear view mirrors, engine hood locks and door handles are made from flexible plastic material; the indicator lights and warning beacons on the roof are from a transparent orange plastic. The interior was made in several colours and behind the front window screen one can see white instrument faces. All windows fit very snugly and have rubber seals on them. The front headlights on the bumper have been glassed in to look like the originals and show their well-known textured surfaces.

Behind the cabin is the exhaust and the hydraulic oil tank right beside which is a stock winch. Hansruedi Eberhard built the original three-sided dumping bin in his own work-

shop. As well as the automatic rear-flap dumping mechanism, there are two tubes attached to the head wall. Each contains a spring with a wire cable and loop. They were used to tie down the boom of cable-operated excavators during transports. At that time, it was a usual procedure to let the lattice mast extend over the lorry during transport.

The colour has been applied very cleanly and the green paint chosen reflects the metallic color of the original very well. The lettering is very sharp and legible. In addition to the one shown here, several colour versions of well-known Swiss companies were also made.

At a glance

- + Shape given
- + True to scale
- + Choice of prototype



Mining Excavator from DM in 1:87

Cat 6060

by Daniel Wietlisbach

This smaller scale mighty mining excavator with high metal content looks huge ...

The Cat 6060 was developed from the O&K RH340B and is the second-largest mining excavator in Caterpillar's lineup. The working weight is 598.8 t with a front bucket and 600.5 t with a backhoe. The second '60' in the type designation shows the bucket capacity of 60 tons or 34 m³. The front bucket equipment has the 'TriPower' system which was developed previously by O&K; it stands for an increase in loading performance. The excavator is designed for the optimal loading of the 250 US-ton class mining dump trucks which can be loaded in four loading cycles, but it also can handle smaller ones like the 789 or even the larger dump trucks up to the 798 AC. The giant is powered by two Cat 3512E V-12 engines, each having 2256 kW (3023 hp) of power. The 6060 is one of the American maker's highest-selling mining excavators. Until a short not long ago it was built in Europe.

The model from DM

Even though some collectors frowned at the maker's chosen scale, the decision of the producer makes sense. The small number of such large machines that can be produced in 1:50 scale would not justify the high development costs. Meanwhile, CCM, the small series model manufacturer, has announced a 1:48 version.

The model we are looking at co-

mes in the by now well-known tin box with a foam insert. The heavy 1:87 model arrives well protected and looks very impressive when unpacked. It is commendable that both equipment variants have been released at the same time. The fine-looking detailing is the most noticeable aspect that catches the eye initially. Even though the many safety railings, stairs and ladders are made from plastic castings, they are only minimally over dimensioned. Another thing on the plus side is that the majority of the hydraulic lines are made separately and are free standing. Bob is even present in 1:87 and thanks to the removable roof and the included set of tweezers, can be put into his place in the cab.

But let us begin with the under carriage, which is as massive as the original's one. The metal crawler tracks made from individual segments run over the mocked-up running and support wheels. Thanks to the softly-sprung guide wheels, the

unit runs well. The upper chassis is made up from several exactly engraved diecast parts. Pierced vent grilles are not something anybody expects in this scale, but the recessed slits (which are painted black) at the rear and sides work just as well. On the upper chassis deck many air filtration and exhaust plants as well as other power units are discovered upon close inspection. Cabin and air conditioning are made from separate parts and the interior of the cabin shows the correct number of three seats. Some work spotlights and a warning beacon are modeled on the roof.

On each variant, boom and jib are made from metal casted parts which have fully closed-in sides and give a good impression of the original. The hydraulic cylinders are nicely detailed and the supply lines can be traced back to the upper chassis. All bolt heads are coloured and so do not distract from the overall impression. The buckets look really great and the details on them are nicely engraved. On the two-part hinged bucket, the producer even has taken pains to make the barely visible hydraulic cylinder functional.

The applied paint is faultless and the printed-on logos and type designations are sharp and legible.

At a glance

- + True to scale
- + Functionality
- + Metal content



Armoured crane in 1:50 from WSI

Liebherr G-LTM 1090-4.2

by Carsten Bengs

The prototype was made in co-operation with the Rheinmetall-Conglomerate and has a carrying capacity of 36 t. The model is based on the LTM 1090-4.2 and was adapted to look exactly like the original armoured crane. As we are used from WSI, this resulted an impressive adherence to detail and a high degree of functionality.

The most obvious features of the four-axle crane are the cabins. These are armoured so that soldiers in them are protected during dangerous operations, for example, the removal of mines. On the original, they are also equipped with an ABC protective air exchanger. When compared to the standard model, the lower chassis cabin is markedly longer and so has more storage room. It looks heftier and more massive. The windows are definitely smaller. A step at the front finishes off the outside details.

The detailed crane cabin was made using Ceramic construction techniques to reduce overall weight. Joy Sticks and control instruments are easy to make out. While the cabin does not tilt like the standard crane, it is just as massive. Mirror and window wipers complete the details. The handholds in this area look very expensive; they are markedly more stable and are integrated into the cabin. There is also a step at the front of the cabin.

The four-axle chassis rolls very easily on a flat surface. The prop shaft and the fine axle support springs have

With the Liebherr G-LTM 1090-4.2, WSI has released a perfectly made model of an armoured crane as used in the Bundeswehr (German Army) ...

been modeled. All axles are steerable and have a suitable turning radius.

Made from flexible rubber, the axle mudguards on the sides along the whole lower chassis are nicely produced in model form. All other details are the same as on the standard model.

Additionally, there is a recovery winch at the rear; on the prototype, it has 49 m of cable and is controlled with remote radio control. The crane is powered with a 330-kW strong Liebherr engine in the lower chassis, as on the standard one. The area around the engine is basically the same as on the civilian version. The nicely replicated exhaust, air filter and tank, and the covers over the coolers are photo-etched parts.

The WSI ballast is functional and detailed correctly; it corresponds to the standard version of 22.5 t. When compared with the standard model, we see that the boom has some dif-

ferences, among them that it has only three telescoping sections for a total length of 35.7 length. On the original it extends to a 39 m height to the top sheave wheel or 78 cm on the model. The telescoping is done hydro-mechanically using the Telematik System with a wire rope hoist. This system is used by Liebherr on booms with a maximum of three telescoping segments.

At the side of the boom is a conspicuous box with a hinted-at ladder. The G-LTM 1090 also managed without a flying jib attached. As on the original, WSI is also delivering the model with the three-wheel hook block of the standard model; when using seven strands of cable, the maximum lifting capacity of 36.6 t is reached.

It must be noted that on this crane model, WSI has again set new standards for lettering. Warning stickers are found all over the crane model and even the numbering of the crane supports with numbers 1 to 4 is included. Above the tires is the sign indicating the tire pressure to be 9 bar.

The G-LTM1090-4.21 is a convincing model of an armoured crane and, unfortunately, these days is of more interest than ever.

At a glance

- + Cabins
- + Choice of an armoured crane as a prototype
- No individual sheave wheels



Tracked telescoping crane from IMC in 1:50 Tadano GTC-2000

by Carsten Bengs

Originally, the crane was launched at the 2019 Bauma as the TCC 160 and now it is available as the GTC-2000 with a carrying capacity of 156 t.

IMC has made a very good-looking model. Functionality and adherence to detail are convincing, and a detailed instruction sheet helps with the simple assembly of the model. It is very nice to note that even the transport weights of the prototype have been made in such a way so that truly prototypical loading can be undertaken.

The lower chassis telescopes out to a maximum width of 146 mm or 7.2 m on the original. The hydraulic cylinders that are situated in the middle have to be attached by the collector.

The model comes with the tracks ready mounted on the carriers. Both, however, can be easily disassembled with the included tools thus transport on a low-deck trailer can be shown realistically. The width of the two-segment grousers of 24 mm is the equivalent to the two-segment grouser track shoes.

At the side of the track carriers are even some small ascent ladders, which even move as on the original. The large ladder can be stowed at the track carrier or used during the erecting of the unit.

The track carriers have more convincing details. The guide wheels

With the Tadano tracked telescoping crane, IMC presents another model from the consolidated product offerings of Demag and Faun ...

are softly sprung and the track chains run very smoothly, and the running wheels that only hinted at very fine. The two central ballast blocks are attached in the middle; little lift rings on them are included. On the original, these blocks would weigh 7.5 t each. One ballast block has some small openings which are required for the self-erection of the ballast. The complete self erection of the crane can be copied in model form.

A very nice solution is how the perforated steel plate running boards on the lower chassis have been created in model form. These running grilles are in guide rails on the track carriers. This gives the driver a very secure place to stand on the lower chassis. The prototype can be operated inclined at 26° without a load and, with load, still up to 4°. By using the telescoping lower carriage, it is possible to achieve an asymmetric work set-up in tight workspaces. The driver's cabin on the upper carriage tilts and has a detailed interior. Of course, mirrors and window wipers are included. A step is mounted just underneath the cabin; during transport, it slides underneath the cabin. Very impressive here is the extensive and detailed

printed-on caution labels as well as operating and working signs, even though they are almost unreadable because of their size. On the prototype, a 230kW strong 6 cylinder Mercedes-Benz diesel engine is installed. It is located opposite the cabin, where the exhaust pipe is easy to make out. The finely replicated cooling compartment and air filter are also at the same location.

The massive upper chassis has a wealth of fine details. Mounted at the rear is the ballast plate with its four individual segments. The actual lift cylinders are hinted at on the winch frame. The prototype is ballasted with the 5 t base ballast plate and four single plates of 10 t each. Behind the main winch, a second winch has to be attached using small metal bolts. On our sample, the fit was a bit loose.

The five-part boom is made from aluminum and is very convincing. The proportions look right, especially on the top-most segment. The model reaches a maximum height at the top sheave of 1.1 m which is not quite like on the original's 62 m. With the additional jib top, the model reaches the total height of 1.2 m. Even the hydraulic lines at the foot of the boom have been modeled.

All telescoping segments can be locked in at three positions (50%, 90% and 100%). The boom is held securely in place with a solid metal cylinder and a tiny grub screw. The cable end switch gives the top sheave head a high degree of detailing.

All cable sheaves are individually made and roll very freely. The model comes with a three-sheave hook block and hook for 93 t of lifting capacity. Unfortunately, a further hook

for the two-hook operation is not included in the offerings, therefore, re-rigging is required when using the top jib. A matching hook is under

At a glance

- + Lifting cable
- + Detailing
- + functionality and lettering
- Missing hook



development and will be available in the future. The new lifting cable, which now is completely twist free, looks very nice. No less exciting is the extensive and detailed lettering everywhere. Finely printed labels, caution signs and marks can be found all over the model.

With the new Tadano GTC-2000, IMC has given us an entertaining and fully detailed model that also is convincing in its functionality.

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Tom's driving log

by Tom Blase

So, as you remember from the last issue, Sascha did discover his father's lorry in Belgium, but when he got on the phone and called the garden construction company that had the lorry, he was disappointed again.

It turned out that the vehicle had been sold to an export dealer in Peer (Belgium). This dealership is a well-known address for used commercial vehicles which are much in demand in Africa and Arabia. My friend was at the end of his tether: "What kind of grand gesture can I do now?" he asked me. "Call them and tell the Export guy your story. Perhaps he is sentimental and will give you a deal". That was all the advice I could give him. What followed was a telephone marathon with a high stress component. But the dealer had a heart and Sascha convinced him to reserve the Daimler for him for eight days. He had bought it (sight unseen) over the telephone.

Paper chase through Benelux – or 'how do I get the SK home?'

Then everything had to happen at breakneck speed. A week later we made our way to 'Smeets & Zonen' in Belgium where we had to inspect the vehicle and take it for a test drive.

Around the dealer's yard were several dozen roll-off bins, loaded, no, stuffed full of old lorries. Destination harbor, Antwerp, destination continent, Africa. A colourful crowd of customers milled about in the yard which was the size of several football pitches. Sascha became increasingly more nervous because the further we were guided into the corner in which the Daimler was supposed to be, the more 'disassembled' the lorries looked.

"What if they have already disassembled it into small pieces?" My friend looked very uptight at that moment. But his facial expression

changed very quickly when I nudged him and said, "Look, over there! An old acquaintance is waiting for you!"

Then I kept my mouth shut and only took photographs, because Sascha was unable to take the pictures of the moment and I wanted to make sure he had a record. Finally, he had found it! Indeed, it was the lorry his father had driven.

The test drive for Sascha was like a 'flight over pink clouds'. The drive I took with him and the Benz was little bit closer to earth and I had to say that the long time away from home had not damaged the vehicle which was in good condition.

The rest of the deal was only a formality, and the Mercedes 172 rolled on its own wheels to Germany returning home a week later.

Shoemaker, Transportation Company, part II

Spedition Hugelshofer

by Erich Urweider

The new coach was developed by Max Hugelshofer together with his friend Walter Ruf who at that time was managing the vehicle builder Mowag in Kreuzlingen. The innovative vehicle was to use an under-floor-mounted engine and, in the beginning, it ran on the road with a temporary lorry cabin from Hugelshofer. Unfortunately, the 8-cylinder in-line engine exploded after only a short time. In order to operate the vehicle despite the setbacks, Max searched for another engine supplier and found Büssing-NAG. After some successful initial test runs, it was possible to add the upper chassis at Mowag to complete the coach just in time for the company's anniversary. Hugelshofer then ordered a further coach as well as a tanker lorry, all on the same chassis and all with Büssing engines.

Bulk transports

By 1957, the fleet had grown to twenty vehicles, five of them busses. The company purchased another Saurer bus for travel to the World Exposition in Brussels. Hugelshofer was among the first companies in Switzerland to stop transporting liquids in barrels and switch to tanker lorries, and to silo lorries instead of sacks for flour and sugar. The rationalization of the food production industry did not stop at the transport

A steady upwards trend in business and countless innovations during the years after the Second World War were highlights under the leadership of Max Hugelshofer. He planned to purchase a new coach for the 75th anniversary in 1952 ...

industry. Early on, good customers, such the oil producer Sais, banked on tank transport for food oils. Traditionally-minded grain mill operations like Eberle or Meyerhans also switched over to the hygienic silo transports. Kägi Söhne (Kägi and sons), who made the world-renowned 'Kägi-Fret' (a chocolate wafer), was one of the first to offer to try the loose bulk transport of flour and sugar. Later on, even cocoa butter from the Netherlands, in unique heated tank cars, and oil from Sais in Horn (Switzerland) were delivered in tanker lorries. The era of barrels and sacks, at least in industrial food production, was nearing its end. In addition to tank transporters for liquid food transports, Max Hugelshofer also ordered three tanker lorries for fuel oil and petrol. His customers at the time were the most important petrol companies. They had Hugelshofer deliver fuel oil and petrol to their petrol pump stations and also to private companies. At the same time, the Dingenhard gravel pit and the dumper fleet were expanded. Saurer

lorries once more joined the fleet for this work.

In the same year, Max Hugelshofer passed away suddenly after suffering a myocardial infarction. His wife Anita, together with their oldest daughter Erika took over the reins. It was agreed on that Fredi Hugelshofer, the oldest son, should study another five years after he had finished his lorry mechanic apprenticeship and then take over the company. A well-rounded education had always been very important to Max. In 1960, the Max Hugelshofer Company went public and became a stock corporation. Anita Hugelshofer was the majority shareholder and the remainder of Board was made up from Max Hugelshofer's former business friends.

In 1962, construction began on some lots on the Gaswerkstrasse which Max had purchased previously. A multi-purpose building with carports, a lorry mechanic shop and apartments were to be built. As previously planned, Fredi Hugelshofer took over the company in 1965, the

fourth generation to do so. On year later, his mother Anita left the operational side of the business, but, as majority shareholder, still kept the reins fast in her hands. In 1967 she founded the Hugelshofer Verwaltungen AG (Management Ltd.).

In the following years the main activity was to expand the transportation options on offer. The company was happy with the returns from the gravel pit, dumper traffic and overland freight transport. The income situation in the coach traffic was less rosy, even though the customers really appreciated what was on offer. The best line of defense was attack, and so all busses were taken over by the Nellen Company and the bus department of Bischoff Weinfelden. Fredi tried to take advantage of synergies and to save on costs.

Space was at a premium again, and a massively increased size of shop building with office space, petrol pumps, a tank wash plant for the liquid food tanks plus additional parking spaces were built at the Gaswerkstrasse in 1971. The builder/landlord was the Verwaltungs AG and the Hugelshofer AG was the renter. At the same time, the taxi and hire car departments were closed down and the company started to concentrate on food transports as well as waste disposal logistics. The fuel and oil transports were intensified, especially kerosene transports from Basel to the Zürich Airport. In 1974, the travel coach department was further extended when four busses were taken over from Rieser + Vetter, a co-competitor; the deal included giving them the removal side of the business in return. In 1974, Anita Hugelshofer founded the Immobilien AG (Real Estate Ltd.). All real estate holdings were removed from the Transport

AG and held by the Immobilien AG. Concurrently, the Transport AG underwent a re-structuring: Fredi Hugelshofer purchased the majority of the transport shares from his mother and siblings and from then on was the majority owner of the Transport AG.

In 1975, Fredi Hugelshofer together with Hasler Transport and Rüegg Transport founded the Transport Zentrale Ostschweiz (Transport co-ordination center for Eastern Switzerland). With this move, all transport forces would be combined and thus achieving the optimum use of vehicles. Unfortunately, the time was not yet ripe for such projects so the center was dissolved a year later.

100 years in transport

1977 was a celebratory year because the Hugelshofer AG, then in fourth generation hands, was 100 years old. For the company's jubilee, a new bus was again unveiled, this time a Neoplan 50-seat high decker, again a novelty in Switzerland. In 1981, under contract to the city of Frauenfeld, a city bus transit service was begun. For this project, a new kind of bus with front wheel drive from Neoplan was purchased. As well as the schooling and training of the bus personal and the writing of route plans and timetables, a new kind of bus was also developed. These vehicles were the first city buses in Europe to have a low floor for easy access. Public transport providers from within and outside of Switzerland came to see this new type of bus.

To supply the Hero AG canning factory with peas and beans, the Multi-lift roll-off system with 20 specialized containers was introduced in 1985. For this, a Saurer four-axle lor-

ry was equipped with the innovative chain drive loading system, a further first use by Fredi Hugelshofer. He also took a chance to use this system in a very tricky section of the agricultural business, tricky because the harvest required 24-hour, round-the-clock use.

A large beehive

Fredi Hugelshofer got rid of the traveling coach business. It was transferred to a new company and then sold. In the beginning, the Transport AG held a few shares in the new company. Despite this step, the Gaswerkstrasse location was bursting at all seams. Also, the people living in the neighborhood were unhappy about the noise emissions connected to the operation hours from 4:00 a.m. to 11:00 p.m. At the same time, relations with the landlord, the Immobilien AG (Real estate arm of the company) became increasingly contentious. Fredi Hugelshofer decided to assemble some commercial lots in the light industrial area of im Juch, not far from the Autobahn A7 (Highway A7), and to build a new terminal of about 10,000 m² on a site. When he got permission to build, the financing was not completely arranged, but he had already given notice to the landlord at the Gaswerkstrasse location. In 1989, the first sod was turned for the new four-floor building at the east end of the City of Frauenfeld. Change rooms for 125 employees, generous office spaces, a well-lit shop complex, a lorry wash street with tank cleaning capacity, commercial petrol pumps, a large parking lot and parking bays for the city buses were planned. The in-house concept with external partners connected to vehicles was explored, resulting in

a tire dealer, an electric car shop, as well as a large fleet lorry shop moving into the facilities. At the same time, a large recycling sorting plant for the Tricycling Mittelthurgau AG was also installed on site. The waste wood accumulating from the recycling plant was used to supplement the woodchip-fired heating plant. Even though three partners, including the Immobilien AG bailed out from the project in 1990, the huge project was completed without partners following a brief halt in construction.

Thanks to the tire store and the lorry maintenance shop which remained as long-term tenants, the terminal concept was maintained. When the project was completed in 1992, Fredi Hugelshofer made the laconic comment: “Now we have a wonderful beehive, but not enough bees.”

With the inauguration of the new terminal in March, the Hugelshofer Company moved into the new Juch-Center. Offices were occupied, the lorry wash facility and the large, commercial size petrol pumps went

into operation. A new picture then emerged. During the construction phase the city bus contract ended and was put up for competition; another company got the contract. With this the city bus chapter closed at an especially bad time. But salvation came in May of 1992: Great Lakes, a US chemical company, moved its European sales center into the new office building and signed a rental contract for all the remaining office space.

(To be continued)

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Hamm 100 Jahre Strassenwalzen

by Alfred Meyer, Published by Podszun Verlag, 235 pages, 600 illustrations, format 28 x 21 cm, hard cover, ISBN 978-3-7516-1029-2

Alfred Meyer grew up in Tirschenreuth. There, in 1898, Anton and Franz Hamm opened a small workshop. They built their first road roller in 1911. It was commissioned by the district of Tirschenreuth. By the way, the oldest still-operable 1926 road roller from Hamm belongs to the

Swiss Company of Paul Gurtner which is also the world's oldest dealership for Hamm road-rollers (1967). By using his own pictures, factory photos, tables and copies of sales brochures, Alfred Meyer presents the meticulously researched history of the Hamm road rollers. In 1999, the very well-known company of Wirtgen GmbH bought out the Hamm AG. In 2017 Deere & Co. took over the whole Wirtgen group. (up)

Eberhard Bulldozer 1960 – 2000

by Hansruedi Eberhard, 72 pages, Format 28 x 21 cm, German language book, soft bound, www.ebianum.ch

Six years before the foundation of the company in 1948, the Eberhard brothers first experienced the use of a Caterpillar D2 bulldozer which was used for farming. In 1961, they bought their first dozer for earth moving, a D4. By 1973, the whole bulldozer fleet contained all models, from the D2 to the D9. In

1976, when the 46-t D9G reached its limits when quarrying rocks, Eberhard bought a 68-t 585 hp Allis Chalmers HD41. Three years later, when they purchased the Caterpillar D10, the world's largest dozer, the working weight was already 87 t. In 1988, the data for the D11N Impact Ripper was 102 t and 770 hp. This very interesting book is for more than dozer fans. It is available from the Museum Shop at the Ebianum. (up)

Hydro-pneumatic dragline excavator

Weserhütte W 180

by Ulf Böge

This new generation comprised a total of seven different types. On the tracked W180, the new features were the hydro-pneumatic excavator controls, the crawler drive unit, and the noise-insulated workspace for the operator, the latter being separate from the engine room. Increasingly, operator comfort and environmental issues had become the focus of new machine developments. The W 180 was a mighty and reliable excavator and its design was very modern and safety conscious for its time.

When introduced to the market at the end of the 1960s, its predecessors were already recognized internationally. The type L 8 was made in Bad Oeyenhausen, Germany. This first cable-operated excavator made its debut sixty years earlier and worked successfully in quarry settings. Bit by bit, other excavator types followed, among them, the first machine on tracks. In 1924, the LR 6, which was based on an American prototype, considerably increased the scope for users. Over 20 different excavator types were constructed and delivered world-wide until the end of the Second World War. Alongside Demag, Menck & Hambrock and O&K, Weserhütte had become an internationally recognized Germany brand.

It was challenging to re-start the almost completely destroyed production line after 1945, but despite all the problems, three years later,

Introduced by Weserhütte at the beginning of 1968, the third-largest dragline excavator of a new generation weighed over 60 t and had a maximum bucket capacity of approximately 2.5 m³ ...

a daring new beginning was made with the W10. The rapidly increasing re-construction drive in post-war Germany helped to re-invigorate the production of new Weserhütte excavators. This historic re-construction phase propelled the growing market of these Westphalian excavators. Nonetheless, the number of competitors offering hydraulic excavators increased steadily, thus creating pressure to follow suit. Customers also demanded more features which pressured producers to offer new products. Beginning in 1964, Weserhütte countered this trend with two actions: On the one hand, they worked on permanent modernization of the proven cable-controlled excavators, and on the other, they developed new hydraulic excavators. The results of this strategy were the new hydro-pneumatic, cable-operated excavators with bucket capacities of 0.03 to 3.5 m³, among them the W 180.

In detail, the offerings comprised five cable-controlled excavators as basic models (W 30, W 60, W 100, W 160 and W 270), which, with the additional choice of four different lower chassis options, increased the

number of models by another four (W 40, W 80, W 120 and W 180). That meant that the upper chassis of the W 180 was almost identical in construction details to the W 160. In general, the basic machine had several power units to operate the driving and working functions; these were now combined with a single engine and a hydro-pneumatic steering system that took care of the shifting and braking. These basic power units were the same for all units so that the stock machine could be made with a variety of different equipment attachments.

The W 160, with its traditional excavator chassis with six main carrying axles, was ideal for a front shovel version for use in quarry situations, and the W 180 had a modern 'Lifetime' lubricated crawler track lower chassis. By offering a variety of track widths and length supports, the cable-operated excavator was now ideally suited for the demands of removing soil. Work was done mainly with a boom and drag shovel and impact on the ground was kept to a minimum. Initially, a 185 hp MWM diesel engine D 232-8 or a Deutz power unit

F10 L 714 were power sources for both versions. Later construction series had the Deutz F6 L 413 or Caterpillar 3306T as power units, their power output being around 205 hp. There was an option of an electric engine for the W 180. Boom lengths of up to 31 m were available for use with the drag line bucket. According to the boom length, the capacity of the drag line bucket went from 0.8 to 2.5 m³. The boom which was

a welded lattice mast construction could be lengthened by inserting and bolting down extension pieces. In the boom head was a lifting sheave running on roller bearings, the cable guide (Fairlead), bearing block as well as a wire holder. Up to 16 tons of pulling power was created to drag the 2.3 t bucket through the soil.

The W 180 was used mainly as a soil removal machine and a carrier for pile driving. Many in the trade

appreciated the solid, value-retaining construction, even when, in 1975, Weserhütte began to modernize with the electronically- and hydraulically-operated SW 120. The W 180 remained in the sales lineup in all sales brochures right to the end of the Weserhütte area and even continued with the Sürken Company which bought the production rights in the bankruptcy sale of 1987.

Built completely from scratch in 1:50

Wolff F25H

by Henk van Melzen

My choice was the Wolff F25H, a self-erecting crane with luffing jib. I liked it very much, even though it is a little bit smaller than the Liebherr. The original was widely used during the 60s and 70s, and not only in Germany. The H series made it an even more popular crane, especially in Switzerland.

As for many historic cranes, like the F25H, there is a lot of valuable information on the well-researched website kraninfo.ch. The H series was developed by Wolff beginning in 1952 and was pushed forward to serial production after the takeover by MAN in 1953; at that time, MAN was running a crane department in Nuremberg. The core invention of these luffing jib cranes of the H series

After Henk van Melzen had finished the Liebherr F45A/65, shown in Truck & Construction 1-2019, he looked for another crane from the 60s to build ...

was a horizontal load way which had a vertical sled mounted at the rear of the crane's tower. The sled was moved up and down with an endlessly linked chain and a worm gear to service the boom. The cable with the hook ran over an idler pulley from the only winch. This kind of construction allowed for an adjustment of the boom while maintaining the hook height constant.

For transport of the crane, the tower was lowered forward and the spreader bars at the carrier were moved at

the front and rear in the direction of the travel. The middle of the tower had a hinge point so that it could be folded in half to reduce the length during transport. The boom also folded, but sideways, and so found space right beside the tower. The tower had a fulcrum to be attached to the lorry that was pulling it and rubber tires were attached to the crane's carrier. With these functions, transport to the next construction site was relatively comfortable and also very advanced for the time.

Construction plans

Dirk Moeller, Pius Meyer and Klaus Wesser were a great help during the search for resources like plans and photographs. Without their assistance, the model could not have been built and I would like to take this opportunity to give them my heartfelt thanks. The excellently restored F25H on display at the Swiss crane rental company, Kaufmann, located in Oberhasli, was also very helpful.

To increase the stability of the model, 99% of the carrier and the slewing ring platform were built from brass and soldered together. The pictures of the step-by-step assembly process clearly show where brass and where plastic were used. By the way, the housing for the electric motors was made from wooden doweling of different diameters; their ridges represent the 'cooling ribs' really well.

The carrier is made up basically from the chassis and two boxes which on the original are filled with gravel and sand, and so can be called basic ballast boxes. The original ran on 4 railroad-type wheels. One of the wheels on each side was powered by an electric motor attached to the outside. The cable drum for the electric cable is on the outside. On the slewing platform, there are further gravel and sand ballast boxes as well as the

frame for the erection of the crane tower. Centrally located on the slewing platform is the power unit for the slewing, as well as an electric control box to operate it. Placed above the ballast boxes are cable drums, their winches and power units.

Tower and boom

The tower was assembled by soldering brass corner profiles with the measurements of 1.5 mm and 1.00 mm together. It was possible to operate the F25H mechanically with rods which went all the way to the slewing cabin, either from the slewing platform, the optional middle or the upper cabin. A ladder also had to be soldered together.

The most labour-intensive part was making the dolly at the rear of the tower, but it is the most typical part for the H series of cranes. Only Wolff cranes had this system and, therefo-

re, I absolutely wanted to build it to function prototypically. The construction pictures give an idea how fiddley the assembly of the parts was.

The boom was made up from 1.0 mm L profiles for the corners and 0.5 mm diagonal braces, all soldered together.

The Wolff F25H in its of-the-shelf version came with the upper cabin only but there was the option to order a second, middle cabin from the factory. Both cabins are made from plastic sheet stock with scribed-in planks and the window frames and partitions were made from fine plastic strips. The glass for the windows was made from re-using clear plastic packaging, here from Tekno.

The ladders to the cabins are made from soldered 1.0 mm L brass profiles and the steps from $\varnothing 0.4$ mm brass wire. I always endeavour to keep my models clean and free from solder, hence I only reach for the soldering iron when all parts fit exactly.

Finally when it was completed, the crane was broken down again into its individual sub-assemblies and painted. The colour scheme is silver with red cabins, as it came from the factory.

After almost one year of construction time, the Wolff F25H turned out to be a very nice model which enhances my collection wonderfully and I enjoy it very much.

Wolff F25H

Maximum height	26.70 m
Working height	24.50 m
Max. working height	38.60 m

Lifting capacities	
At 7.00 m reach	2.5 t
At 20.00 m reach	1.25 t



Do you know this one? Recognize the machine and win a model!

by Remo Stoll

The design, the construction of the boom and the supports between the axles give away that this machine is a mobile excavator from the early years. At 12 tons, this French product is certainly not a heavy weight. Originally, it was sold under the brand name of the producer. Later on, it was sold under other brand names. What was the original name?

Recognize the machine? Please send us the original name. The contest deadline is August 15th, 2022. 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 a prize chosen from these models: The Wirtgen SP 15i from NZG, the MAN TGS TN with a dumping semi-trailer from Conrad, and the Doosan DL85 from IMC in 1:32.



The solution from Trucks and Construction 3-2022



The lorry with reefer box in question was a Fiat 684NP. The winners are: Jürgen Precht from

Stockelsdorf who won the Mercedes-Benz Arocs Streamspace 6x4 with the Fassi F32A from IMC, Friedrich Ströbele from Konstanz whose prize is the Liebherr R922 V with adjustable boom from Conrad, and Thomas Scholz from Lüdenscheid who won the Bobcat T76 in 1:25 from Wan Ho. Hearty congratulations to all winners!

Public events again after a three-year hiatus

The joys of spring

by Daniel Wietlisbach

The model bourse and exhibition was held at the Ebianum at the end of April. With 1,150 attendees, there were almost as many visitors as prior to the pandemic. Especially noticeable were the many foreign visitors from Germany, Austria, Italy, the Netherlands, Rumania; even some people from the US found their way to Fisibach. With this, the event definitely qualifies as an international meeting place.

Collectors thronged around sales tables some of which had exclusive models from private exhibitors who presented some of their choicest altered models, completely scratch-built ones, and dioramas in several scales. Fans were mesmerized. The level of the construction models shown was very high and so were the lorry models. Additionally, RC modelers were allocated a special place for their hobby. It is hoped that the show by the Ebianum and Hans-Jakob Bärlocher will be held again next year when it would be on the 29th of April.

One month later, on Ascension Day bank holiday, Weiach Historik was on the agenda and a phenomenal 15,000 visitors found their way to the gravel pit near the German border. Never in their wildest dreams had the organizers counted on so many people attending

After a three-year break, collectors and Old Timer friends were again able to talk to like-minded enthusiasts. The Model Bourse at the Ebianum as well as Weiach Historik offered everything one could have wished for ...

the show. In consequence, there were some bottle necks in supplying food to the masses. The very attentive organizing committee jumped into action. The Ebianum and the Swiss Historik Society, under the guidance of Hansruedi Eberhard and made sure nobody left the site hungry.

The event was supplemented by a display of current construction machines and lorries. Approximately 270 machines and vehicles were shown as a timeline from the beginning of mechanization up to the most modern hydraulic excavator with 3D steering. The oldest, still functioning machines were more than 100 years old!

In one corner of the exhibition some cable-operated excavators and earth moving machinery were constantly in use. As soon as one stopped working, the start button was pressed on the next one. In that way, neither the audience, nor the operators of the machines experienced any kind of boredom. In addition to the stars, like the Cat 983 taken from the inventory of

the Ebianum, smaller machines were well received by the viewing audience. A historic construction site which illustrated early road construction was set up. It was completely set in the style of the times. Even the workers had donned period costumes!

Tunnel construction in 1:50 – part VII

Mühlbergtunnel

by Markus Lindner

Dumpers continuously remove new spoil into daylight while inside the mountain the cycle of digging the face of the tunnel bore continues several times daily and so the tunnel is progressing inside the mountain.

As the first step, a machine drills blasting holes into the face of the work inside the mountain. For a complete profile excavation, the blasting work requires 100 to 150 blasting holes, depending on the type of rock to be removed. For this operation, the diesel-engine drilling rig drives into position and is hooked up to the electrical grid. A laser is used to navigate the rig exactly into position. Once the holes are drilled, they are loaded with explosives, according to the blasting profile, and primed with timed fuses which are hooked up in sequence. After all workers on the site have left and are at a safe distance, the blast is triggered. The explosion fills the tunnel with dust. In order for the workers to return safely to the tunnel face working site, a large vent sucks in fresh air which is blown through a fabric hose into the tunnel bore.

After the explosion, the air in the tunnel is filled with dust. For workers to return to work safely on the tunnel face, a large ventilator sucks in fresh air, which is blown through a fabric hose into the tunnel bore.

It has been a while since the digging of the tunnel bore began. Progress through the mountain has been slow but steady ...

Immediately afterwards follows the spoil removal using wheel loaders and dump trucks. The latter are articulated to make it easier for them to manoeuvre inside the tunnel.

The dumpers bring their loads directly to a temporary site called a 'day dump', an area near the construction camp where the spoil is dumped in a short-time storage facility. There it is screened and sorted to be re-used in construction.

Depending on the pace of excavation, up to 2,000 tons of material arrive at the dump which translates to about 100 lorry loads. Large rocks are taken out of the arriving spill and broken down into smaller sizes with a hydraulic hammer mounted on an excavator. The whole material is broken down further with a track-mounted rock crusher then loaded directly on to lorries and transported away. Part of the material is used later on at different sites of the bypass road; however, the majority is used to fill in a closed-down quarry close by. To keep the soiling of public roads by the many lorry trips to a minimum, a tire washing plant was installed at the exit of the 'day dump'.

After removing the spoil from blasting, the tunnel bore needed to be cleaned up. Using the tunnel excavator, loose rocks in the tunnel ceiling and sides were removed. Debris in the side drainage channels which carry out the water that seeps into the tunnel was cleared so that the water can run off again.

Finally, the tunnel loader cleared the path from the tunnel face to the 'day dump' to in order to provide access for vehicles. To treat the mountain with the greatest care, the then free-standing tunnel bore was sealed with Spray-Crete. This was done using a 'wet' spray technique with a concrete pump and the Sika PM500 spray applicator. Depending on what kind of rock formations were found, additional work in securing the ceiling, such as the addition of re-bar and anchors, was done. After the work securing the site was complete, the cycle started up again beginning with the blasting until, at some time in the future, the bore will pierce the north portal and so complete the dig.

Our partner page

Artwork constructed from stone

We were fortunate to install an art piece in the small town of Rheineck. The piece was created by renowned sculptor Urs Fritz from St. Gallen. The three-part symbolic town gate was fabricated in our shops with a CNC machine.

This large installation measures 320 x 260 x 30 cm and weighs around 4.2 tons. We were able to move the sculpture exactly into place by using a Grove GMK 5130. The three parts of the sculpture are connected to each other with 5 cm

thick, rust-free bolts so that the stability of the work is guaranteed. Our thanks go out to Urs, the town of Rheineck and the construction company Keller for their co-operation.

I am a crane too

In Widstud near Bülach, a new hunter's rifle range for the Canton of Zürich has been under construction since March of 2021. Massive concrete pipes had to be laid for the 200 m-long shooting gallery. The individual pipes were 4.00 m long and had an exterior diameter of 2.4 m; each pipe weighed 14 tons. Since the construction site could

only be negotiated with tracked vehicles and the new Sennebogen 6113E telescoping crane with crawler tracks would not arrive until June, the 100-ton Cat 395F took over the crane work. Despite lifting a load of 14 t, the undercarriage's weight of 45 t, with its maximum width of 4.80 m, gave it the needed stability. The foundation for the

shooting gallery consists of 50 concrete blocks each sitting on a micro post. It took some time to learn how to set the first pipes into place. After that, the team needed only around 20 minutes to place each pipe. After centering, each pipe was secured to the concrete foundation with threaded anchor bolt.

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New on the market

IMC 1:32

In the usual, rather plain version of models in the scale mainly used for agricultural machines, the Dutch makers are releasing the Doosan compact loader DL85-7 and, as a derivation using the same base model, the telescope loader DL80TL, both for farming applications. Made to scale and functional, the models

are made from a few cleverly planned parts. The chassis of the front and rear parts are made from metal while the rest is made from plastic. The wheels look a bit toy-like. The reason for this could be that the tire rims are too small and simplified, however, the tires themselves have a profile that is well replicated. Rear bumper and hitch are exactly engraved. Air filter and exhaust are

separately applied. The open cabin version selected has glass only at the rear and on the roof, which is correct. The mono-colour interior shows only the most important control elements. There are two position lights and, at the rear of the roof, a warning beacon. The undetailed articulation steering is stable. Headlights are painted silver. The plastic lifting gear reaches the maximum

dumping-out height of the bucket. This also goes for the DL80TL telescoping loader with manure forks.

Siku 1:50

Even though designed for children's play, the more-robust-than-detailed Kramer 411 could also appeal to adult collectors. Previously available only in yellow in a set with the 'Böllig' low deck

trailer, it is now being released as a single unit in shiny red.

NSM-Modelle 1:50

For the first time ever, the 3D print specialist from the Principality of Liechtenstein has released construction site office containers in the Eberhard colours. They look good both as a load and also on construction sites.

CypModels 1:50

The Cat 826C with Caron Blade has been released in the familiar, fine construction method of using resin and photo-etched parts. The special shape of the blade collects garbage and guides it in front of the roller wheels, so optimizing garbage compaction (cypmodels.com).

Collector's guide

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

Type	Scale	Maker	Available from	Infos
Caterpillar D11 XE	1:16	CCM	Dealers	www.ccmmodels.com
MB Actros Gigaspace 4x2 metallic champagner	1:18	NZG	Dealers	www.nzg.de
Caterpillar 657 and 651	1:24	CCM	Dealers	www.ccmmodels.com
Sakai PM550-S	1:50	China	Japan	kenkraft.net
Kobelco SK210LC-11 Monoblock yellow	1:50	Conrad	Kobelco Shop	www.kobelcofanshop.com
Liebherr LTM 1110-5.1 «Sarens»	1:50	Conrad	Exklusiv	www.sarensshop.com
Liebherr L546 update	1:50	Conrad	Dealers	www.liebherr.com/liebherrshop
Komatsu PC290LCi	1:50	First Gear	Dealers	www.firstgearonline.com
Demag CC 2800 original and «Mammoet»	1:50	IMC	Dealers	www.imcmodels.eu
Demag CC 2800 boom extension original and «Mammoet»	1:50	IMC	Dealers	www.imcmodels.eu
Gottwald AK 680-3 «Sarens» in transport mode, resin	1:50	IMC	Exklusiv	www.sarensshop.com
Titan 8x4 «Sarens», resin	1:50	IMC	Exklusiv	www.sarensshop.com
Scania XT 6x4 / semi low loader yellow	1:50	IMC	Dealers	www.imcmodels.eu
Scania XT 6x4 / semi low loader «Tadano»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 8x4 / ballast trailer «Tadano»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 / semi low loader «Tadano»	1:50	IMC	Dealers	www.imcmodels.eu
Load Chinook helicopter, resin	1:50	IMC	Dealers	www.imcmodels.eu
Hamm GRW 18, 3D-print	1:50	MSM	Dealers	www.msm-modelle.com
Liebherr L504	1:50	NZG	Dealers	www.liebherr.com/liebherrshop
Hitachi ZX330-7 and ZX330X-7	1:50	Replicars	Dealers	—
Scania S650 8x4 «Viktor Weber»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1500-8.1 «Hofmann»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1090-4.2 «Crowland», «Nordic Crane» «Borgers», «Stevenson» and «van Riel»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 6x2 / Nooteboom Euro «Tage E. Nielsen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 «Toftegard»	1:50	WSI	Dealers	www.wsi-models.com
Scania 164G 6x2 / Stone trailer «Huskens»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 8x4 / Euro-PX «Vallem»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 8x4 / Palfinger «Tage Kristensen»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 8x4 / Semi low loader «Bokestijn»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x2 / Palfinger «Rensink»	1:50	WSI	Dealers	www.wsi-models.com
Iveco S-Way 4x2 / Mega trailer «KTX»	1:50	WSI	Dealers	www.wsi-models.com
Iveco S-Way 4x2 / Stone trailer «Sevriens»	1:50	WSI	Dealers	www.wsi-models.com
DAF 3300 6x4 / ballast bridge «Allelys»	1:50	WSI	Dealers	www.wsi-models.com

News in brief

Electric long-distance transport by Scania

Scania has presented this new line-up for its national heavy long-distance transport. Except for the type designation, there are few changes to be seen on the outside. These battery-powered vehicles are licensed for up to 64 tons. With up to six batteries, the Scania has a reach of 320 km, however, that depends on the load and the route profile. In-between charging stops when loading or unloading increase the range. Battery charges of up to 375 kW in one hour can provide the vehicle a reach of 270 to 300 km. The 45R or 45S designated electric Scania's are first offered as 4x2 or 6x2/4 tractor lorries. The motor can produce 410 kW, which is the equivalent of 560 hp. It is expected that the first units will be delivered towards the end of 2023. (eu)

Automated Axor used for harvesting

Since 2019, Mercedes-Benz Trucks have used auto-driven lorries during the sugar cane harvest in Brazil. In fulfillment of a partnership agreement, 640 Axor lorries from Mercedes-Benz to Brazil were given to the Grunner Company to be adapted for this purpose. Part of the rebuilding is a second front axle, an extended wheel base and so-called High Flotation tires. The automatic use of the units in harvesting is done in such a way that the lorries run along a route on the fields predestined by computers. Fully automated harvesters work together with

the lorry during the loading process. After completion, the truck is taken over by the driver. Savings in fuel and lubrication oil, as well as maintenance, can be achieved with this automatization. (eu)

Volvo L200H High Lift

The proven L180H High Lift for log handling is being replaced by the completely re-designed L200H HL. Its lifting capacity has been increased from 8.8 to 11.2 t and its logging tongs have an up-to 13% increase in capacity. Combined with a stronger base unit and larger tires, this means that the LH200H can shift more cubic meters of wood per hour thus increasing productivity.

Using the High-Lift equipment, logs can be stacked up to a height of 6.5 m, 60% higher than a common wheel loader. The new Load Assist System allows for the continuous scaling of the loaded timber. In 1974, almost 50 years ago, Volvo built the first wheel loader with High Lift equipment! (up)

Sennebogen 817 E and 822 G

The battery-supported electric material handler excavator 817 with Electro Battery is one of the first freely-moving battery models with which Sennebogen is augmenting its Electro series. The dual Power Management combines all the advantages of a tethered electric cable excavator with the freedom of movement of a battery-powered material handling excavator. Depending on the work load, the battery pack provides up to six hours of working time.

Following the 835 G, Sennebogen is releasing the 822 G, the second material handler excavator of the new G-Series. The completely re-designed 822 G has intelligent machinery technic. To provide enough power, a very frugal 110 kW step V engine is used. It is designed to optimize power while used when working in recycling and scrap metal settings. (up)

Liebherr 710 HC-L 32/64

Two 710 HC-L 32/64s, the largest luffing jib cranes from Liebherr, are in use for the construction of the 241-m-high Central Boulevard Tower in Singapore. Because of the very tight space constraints and the movement of up to 30 t pre-cast concrete sections, the 710 HC-L with its maximum lifting capacity of 64 t is the ideal crane for the job. For the crane to reach the final height of the tower at 245 m in only 10 climbing steps, the new 24 HC 1000 tower system makes its world premiere. The 57-m tower climbs 20 m inside the building in two hours. This means that during the whole construction time the two cranes have only 20 unproductive hours! (up)

Electric lifting platform from International

In cooperation with Terex, Navistar proudly announced that the first fully electric articulated boom lifting platform would be delivered to Xcel Energy shortly. The lifting platform of the Terex Optima 55-ft aerial device is mounted on an International Class 6/7 Medium Duty Chassis.

The unit is powered by a HyPower SmartPTO from Viatic. The reach of the chassis is around 135 miles and it is said that the platform itself can be used a whole day without re-charging. This enables work on over-land power lines to be accomplished without any local emissions. The co-operation of Navistar and Terex brings the electric lifting platform to the market two years earlier than promised by the industry. In cooperation with Terex, Navistar proudly announced that the first fully-electric articulated boom lifting platform would be delivered to Xcel Energy shortly. (eu)

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