

Laster & Bagger

Modelle von Lastwagen, Baggern und Kranen

Bauma
Telegramm

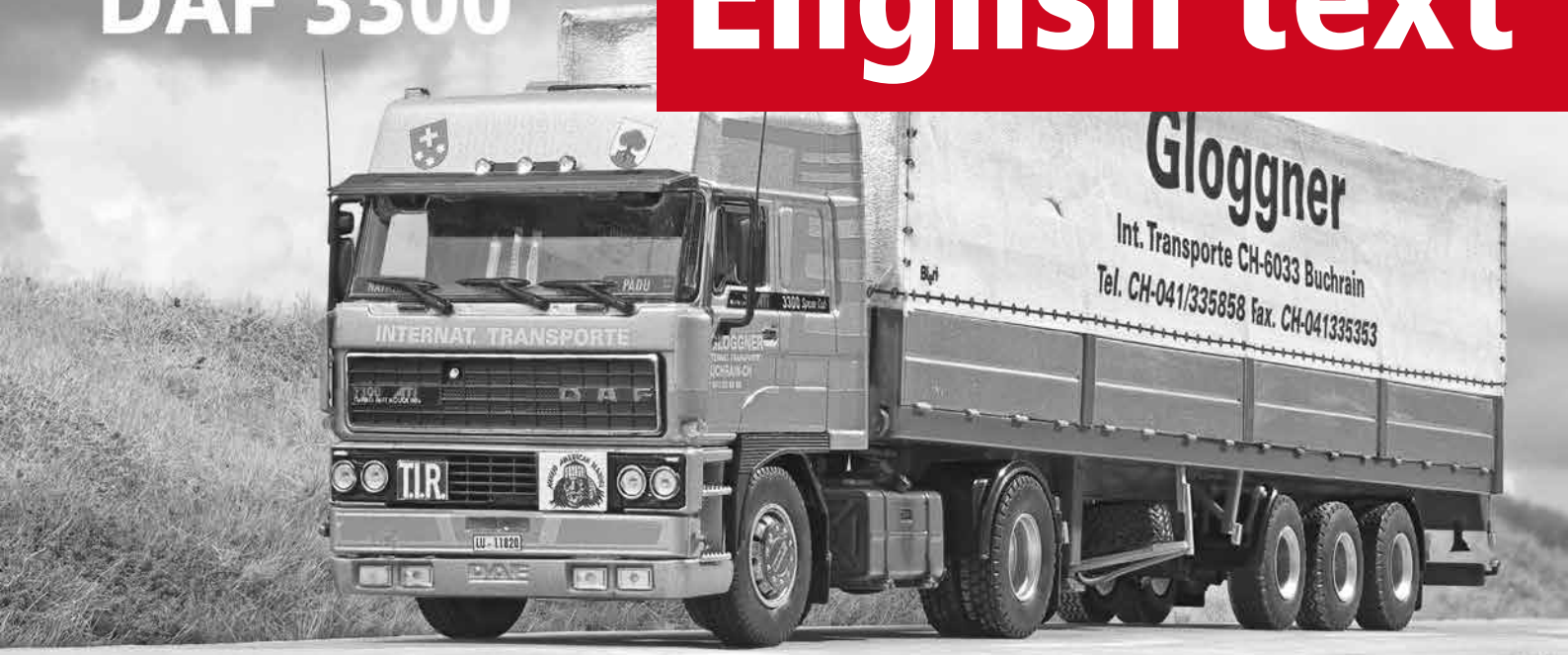


Himobo 1:50
American 5299

Eigenbau 1:50

DAF 3300

English text



Ken Kraft 1:50
Sakai R2-4

Sammlerporträt
Franz Imobersteg

IMC 1:50
Tadano AC 7.450-1



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Editorial

About postal deliveries



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".

Two rings of the doorbell mean that the letter carrier has something for me that is either too large to fit into the mailbox, requires a signature, or even that payment of customs duty is required. We like to receive such parcels and when a new model stands in front of us any costs are soon forgotten. Just before the Bauma, the double ringing of the bell signaled that a parcel containing the Liebherr LTM 1120-4.1 1:87 from WSI with 'Bauma 2022' printed on it had arrived. What a wonderful beginning to the fair!

Contrarily, sometimes the mail contains some not-so-desirable items. The more we communicate with each other by email, the more 'real' letters seem to be reserved for important, grave, and sometimes undesirable news. The contents of a message printed on paper and delivered seem to bear more weight. As an illustration, over the last months, I have received alarming letters from both the Post Office and the printers. All of them had the same theme: price increases! The printing house demanded 5% more for the current year and in the coming year, the

printing prices will increase a further 13%. And, starting immediately, an energy surcharge of 6.8% will be added, which, says the letter, will be assessed and calculated monthly and applied if warranted. That makes the calculation of the price for a yearly magazine subscription akin to reading tea leaves. Altogether, this means that the printing costs in 2021 will increase by around 25%.

On top of that, distribution costs have increased by 40% since our last price increase in 2019. These numbers are sobering and force us into unwanted price adjustments. The extent these adjustments will take is not yet clear, but they will be held as low as possible. I will keep my goal, set a long time ago, that a yearly subscription to the magazine will not be more expensive than an excavator model.

Despite the mixed bag of news, I do hope that you will still look forward to receiving Trucks & Construction when the mail carrier delivers it! I wish you have a lot of fun reading.

Daniel Wietlisbach

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Franz Imobersteg collects excavators & trucks

Long-distance driver

by Daniel Wietlisbach

Franz Imobersteg saw the light of the world in 1982. He and his four-year-younger brother grew up in Zweisimmen in the Bernese Oberland. His mother looked after the children and worked as a cleaner. Later on, she worked for a large distributor where she was responsible for the fruit and vegetable department.

His father operated an excavator business with his uncle who was Franz's godfather. They rented themselves and their machines out to other construction companies but also took on direct contract work. Their fleet of machines consisted of a Menzi-Muck 3000 and later, a Cat 955K, a Poclain 75 and 90 as well as an Åkerman H7Mc. Their field of work included road construction and excavation work. Franz was part of the company right from when he was still small when his place was behind the seat. Soon, on his father's lap he 'helped' work the levers, and from about seven years of age and onwards was alone in the cabin.

He was aware of the importance of schooling but homework was often inconvenient for him. As soon as he returned home on school-free afternoons he began phoning around to enquire about the current construction sites and with whom he would be allowed to go along on trips. He reached the machines or the company shop in good time on his bicyc-

Once, Franz Imobersteg was a construction machine operator. Today he drives national and international transports. Accordingly, his collection is diverse and contains models of construction machines and lorries ...

le. He was able to earn his pocket money with 'real' work by helping in the shop or with the loading and offloading of construction material. Franz was very rarely unemployed because he had an uncle with a farm who always welcomed his help. Sometimes he worked for his godmother who ran a shop and had little spare time. Franz did the shopping for her.

The garden at home was available to play in. It was fortunate that the landlord, a lady from Geneva, was far away because when Franz and his construction machines dug up a flower bed or when the roses had to go to make space for one of his construction projects, his mother did not always have enough time to remedy the damage right immediately.

He graduated from the machines and lorries of Bruder to metal models from Siku and Joal such as the Cat 225 with a homemade 'quick change' attachment, a Euclid dumper, or a tracked loader from Majorette that came from a warehouse store. When his father and godfather came back from the Bauma in 1992 they gave him a log transporter

with a crane (Joal) and his godmother gave him a Scania tractor semi-trailer tank combination at the same time. Sadly, the Scania did not survive the intensity of his play but the articulated lorry still stands on his display shelves.

A long wished-for dream was fulfilled when the 10-year-old was given the Cat 955L and, from his godfather, the Åkerman H7Mc (both Joal). With these gifts, finally, there were models of machines that he was very familiar with. They were very special to him and were never taken outside to play with. Naturally, they are well preserved.

Collecting

With the money he earned and saved, he often went to a local stationary shop, and Revell too. When he was 12, he was given his first kit in 1:24, a kit for the Phoenix-MAN racing car piloted by Gerd Körber. Fired up with enthusiasm, Franz built the model in half a day. "I messed it up completely", he remembers. Luckily, he did not give up, because of the second kit, a three-axle Mer-

cedes-Benz SK from Italeri, he has good memories. Every Christmas he received a new kit from his Godmother and the high point, at age 13, was a Volvo FH16 Globetrotter with a container semi-trailer. He painted these kits using spray cans; lettering and decorations he made from shellacked stick-on lettering. As an example, he used stars normally used on Christmas decorations.

Parallel to these large models, Franz continued to collect models in 1:50. There were promotional leaflets of the model makers available in the mentioned stationer's shop mentioned above and so he soon started to order from their catalogues. At the same time, he liked to spend his vacations as a co-driver on a Volvo F10. The cabin had only one bunk and so every evening an air mattress was placed across the front seats for Franz.

Apprentice years

At that time it was not possible to apprentice as a construction machine operator and his father said that he should learn something 'clever' first. The youngster did a trial apprenticeship as a carpenter and because he liked it very much, he accepted the job offered to him. As all apprentice spaces were already full, he had to work for a year in the company as an untrained worker before he could start his apprenticeship.

The money he saved during this year was available to him during his apprenticeship. That was how during this time his collection grew by about 10 construction machines in 1:50 and 10 lorries in 1:24 each year. Once he owned his first car, he was able to expand his radius of action in search of models. In addition to dealerships of well-known const-

truction machine producers, a specialized shop in Berne was on his list of regular visits. There the collector bought his first lorry in 1:50 by Corgi and other models too because he did not yet have a specialized theme for his collection. Since then, he has disposed of many of these rather impulsive purchases.

After the end of his apprenticeship and compulsory military service, Franz continued to work as a carpenter but then changed to become a machine operator at the Bati-Group (today Implenia). Even though he had rarely operated an excavator in recent years, he found his way around right away, because "It is like using a bicycle; once you learn how you never forget!"

During the next five learning-intensive years at the construction company, the collector achieved a heavy lorry and trailer driver's license and began to work as a fill-in driver during his vacation time. The locally-based transport company specialized in national and international transports and the trips taking straw, cattle, vegetables, fruits, and also beer were always interesting.

Long-distance driver

In 2004 the first trip for the newly-minted driver took him to Spain. Without navigation help and equipped only with maps, Franz felt he was over-challenged and wanted to quit the job right there and then. He finally reached his destination near Madrid and awaited his rescuer, an experienced Swiss colleague he could follow back home.

When cousins of Franz urgently needed a driver for his transport company, he made the definitive switch to the long-distance driver

The collector

Franz Imobersteg (40) trained first as a carpenter. After his apprenticeship, he worked as a construction machine operator and then became licensed to drive lorries. Since that time, he has been on the road nationally and internationally as a long-distance lorry driver. As well as collecting models, he was active as a Schwinger (Swiss wrestler) until age 27 and now accompanies his sons to compete on weekends in this typically Swiss sport. He is married to Marlen who, like his two boys, shares his passion for the collecting hobby. The family lives in Utzenstorf, and if you would like to see the collections of Franz and his family, please make an appointment by email: imobersteg82@gmx.ch or send a text message by WhatsApp: 079 649 22 04.



cabin. Franz was especially pleased that at 'Beer' he was still able to drive Saurer lorries. As well as a D330 cab-over, a D290B long nose lorry was used by the company. Otherwise, the fleet relied on Scania V8s, and Franz was behind the wheel of a 144 with 460 hp, a 164 with 480 hp and a small cabin, and later on the same type with a sleeper cabin. The 'Beer' company specialized in transporting bulk animal fodder and cut lumber. This latter transport item, in particular, was consequential for his future. When he was taking on a load at the large sawmill in 2010, he got to know his future wife, Marlen, as she was driving a 40-ton truck for 'Interspan-Tschopp'.

In 2012 Franz changed over to 'R+R' which concentrated on transporting refrigerated goods, groceries, and construction materials. The vehicle fleet contained three tractor lorries and semi-trailers of which two are normally under contract for 'steffen-ri'. The refrigerated transports often go to Italy, and for the return trip take on company-brokered loads. If there is a lack of regular orders, dumping or bottom slide dumping transports can also be taken on because the tractor lorries have all the necessary power units required.

Collecting is a family affair

After their marriage in 2012, Marlen remained behind the wheel until just before the birth of Jan in 2013. After their second child, Lyo, arrived two years later the apartment in the Bernese Oberland became too small, therefore, in 2016 the family moved to Utzenstorf in the Mittelland. With this move, Franz's commute shrank to mere minutes and Marlen was living again near her circle of friends.

In the small house available to them, Franz installed a 12m² hobby room in the basement. Placed on shelves that run around the walls of the room stand construction machines and lorries, sorted by brands, not too close together but also not too far apart, so that they can be seen to their advantage. The collector estimates that he has about 600 models, 100 of them in 1:87 scale. He is no longer active in the 1:24 part of the hobby but he still has some kits awaiting assembly. The last models he built in 1:24 were the Scania R420 Topline tractor and semi-trailer unit, a copy of the one that Marlen drove, as well as two Volvos that he built for their sons. These two began as Emek kits and are painted and lettered in the scheme of Franz's current ride.

For 1:50 lorries, the collector has various sources. Even though he uses the Internet, he finds personal contact important to him. For example, he swaps models with a Dutch long-distance driver colleague. Franz organizes purchases of Swiss vehicles for Ferry, and Ferry the Dutch ones for Franz. Frequently, the exchange place is a letterbox.

Teckno's production of the Volvo FH540 XL in the original colours came about because of the initiative of the collector; it was released in 2020. The Scania S580 V8 is new. It is the vehicle of the owner of R+R which was made in collaboration with WSI as an exclusive model for FBM-Bacheli. Franz often brings his ideas to the specialized dealer in Central Switzerland, and as the many new releases show, he is pretty successful.

For decals, alterations and re-painting, the collector likes to rely on the experience of René Kohli (Decalprint.ch and Lastwagenmodelle.ch).

Of course, Franz knows about the challenge of searching for rare models that are still affordable. For example, he is still searching for these lorries from the Tekno series of the Dutch transport company 'Weeda': these three variants are 'Penozza', 'The Don' and 'Pokerface'.

In the middle of the room stands a divided display case. Each half belongs to one of his sons, Jan and Lyo. It is remarkable to observe the discipline with which the two boys who are 7 and 9 years old collect the nice models and then display them without using them to play with!

Finally, Marlen had already been bitten by the collecting bug before she met Franz. As the child of a farmer, she preferred to play with tractors rather than dolls, and later on, she began to collect John Deere in 1:32. During her apprenticeship as a carpenter, she often observed lorries from Interspan being loaded with sawdust. The desire to be behind the wheel of such a lorry herself grew and so, after her apprenticeship, she passed the driver's exam and in 2000 began to work as a driver. Seven years later she changed to Interspan where she was the first woman to drive a 40-t lorry combination. Today, she works part-time filling in or even sitting behind the steering wheel of Franz's Volvo when he is not allowed to drive because of the rest time regulation.

Her collection sits in two display cases in the living room. Only a year ago, she was able to add two variations in 1:32 of the Vevey 560 (Autocult/Arwico) to the 120 green tractors of all scales. In her childhood, they were her grandfather's pride and joy. In addition to the tractors in her collection, there are naturally 1:87 lorries from Interspan.

DAF 3300 SpaceCab «Gloggner»

Italy – Germany

by René Tanner

The passion for lorries and their models was probably slipped into his baby crib right after birth. Born in 1971 under the sign of the Sagittarius, the excitement for trucks and models came from his father who drove a Berna 5D 6x4 in the heavy-duty transport sector for Senn AG in Oftringen, Switzerland, and also from his uncle who crossed all of Switzerland in a Saurer D 290B tractor trailer silo unit. During his kindergarten years, Patrick loved to go along on the drives whenever possible.

He had a strong bond with his grandparents who farmed in the Basel Land Canton area. There where he spent most of his school holidays, the tractors and machinery meant the world to him. His uncle showed him how to drive a tractor and his grandfather trusted him so much that he was allowed to operate the machines by himself.

All these experiences in his young years finally led him to get the entry-level models by Siku. He played out scenes from the ‘cult’ television series ‘Auf Achse’ (on the axle) with the Mercedes-Benz NG 2232 ‘Eurotransport’ in the children’s room or the sandbox, often joined by a neighborhood friend. Who among us hasn’t seen him or herself behind the steering wheel of a heavy-duty transport lorry and trailer set with all the ty-

Patrick Kyburz’s model-building life went through several phases. From 1:24 kits he moved to the finer details of models in 1:87 and finally ended up at the even finer ones in 1:50 scale. His first model in that scale was also one of the first lorries which he piloted between Italy and Germany in his younger years ...

pical clichés and the appropriate noises coming from our lips? The two boys watched and admired how dumpers, excavators, concrete mixer trucks, and cranes working together created more and more houses on the construction sites in their quickly expanding suburb.

Later on, Patrick found a further challenge with the newly released Italeri model kits. New creative impulses emerged during the ‘Truck’ shows of 1981, 1983, and 1985 and the much larger ‘Modellbau’ (model construction) exhibition in Lucerne. By joining the ‘Plastik-Modell-Truck-Club-Schweiz’ (Plastic truck modelers of Switzerland) (PTMKS), Patrick got to know the model builder Thomas Wyss. At that time, Thomas was a long-distance lorry driver for ‘Krummen Kerzers’ and also an enthusiastic model builder; even today a close friendship exists between the two. With Thomas, Patrick drove for the first time over

the Swiss border to France, Belgium, and Holland, and by ferry from Vlissingen over the channel to the London off-loading destination. This adventure was so heavenly to Patrick and made such an impression on him that he wanted to take up the trade of a long-distance lorry driver himself. But first, he had to take an apprenticeship as a car mechanic, finishing in 1988.

During this time, his father changed jobs to work for the paper-making plant of ‘Tela’ in Balstahl and, therefore, had contact with a few cargo-handling companies, among them Dreier Suhr and Gloggner Buchrain. Once Patrick had his lorry learner’s license, he drove the Dreier’s Saturday bread delivery route for the large Migros food store chain with either his godfather or his father supervising. This saved Patrick a lot of expensive driving lessons and so his goal to pass the lorry driver’s exam drew closer week by week.

Because of his contacts with Gloggner, Patrick was able to take trips with Frank Hammer until he had passed the driver's exam. Once he was 18 years old and had passed the driver's exam, Patrick asked for a holiday job at Gloggner's. Promptly, he was given a Steyr 360 Gotthardo lorry and trailer combination to drive. After finishing his mechanic's apprenticeship Patrick started to drive full-time for Gloggner on the Italy-to-Germany route, initially in a DAF 3300 SpaceCab tractor and semi-trailer set. Following his Swiss army service, he changed to a DAF 95 380 lorry and trailer combination.

In 1992, Patrick moved to Fridolin Murpf, working as a 'jumper' for the first year and a half, filling in on all vehicles until he finally got a new Volvo F12 lorry and trailer as 'his' unit. This he drove for the next three-and-a-half years. During the following two years, Patrick drove another brand-new vehicle, an FH12 420. In 1998, Patrick decided to swap his driving work for an office job. Today, the model builder is a dispatcher coordinating between 50 and 100 lorries in the family-owned company. He lives in Hägensdorf with his easy-going wife Andrea and his lively son Nick, not far from the company headquarters.

Model building

Through his dispatch experience at Murpf, Patrick came to know Peter Fluri who worked in dispatch but at Traveco. Peter, also a model builder and collector (see Trucks & Construction 2-2021), knew Patrick from an earlier show and a beautiful friendship developed around

the shared passion for models. At Peter's insistence, Patrick changed modeling scales from 1:87 to 1:50. Another reason for the change was because of age, and the clarity of his vision was starting to diminish. The friends met regularly to discuss new model-building projects and they decided upon an exhibit for the 2017 show organized by Peter Berger. There they got to know each other better and since then have maintained their friendship.

Patrick asked me for some information and tips about model building in 1:50: where to get parts, accessories, and models, and what kind of techniques worked best. The model introduced here is a beginner's piece in 1:50 by Patrick and it is truly a successful model.

DAF 3300 SpaceCab 'Gloggner'

His kit-bashed and altered models in 1:87 are still on display in his cabinets and are a real joy to see, rich in detail, and with a good understanding of the essential feel for the real thing. I was therefore convinced of his capabilities and correctly so when I saw the 3300er at the last show in Biel. As a starting point, Patrick used the Tekno DAF 3600 4x2, only augmented with a small toolbox underneath the battery box. The cab interior was detailed according to Patrick's memory of it. After all, it is a model of one of the lorries he drove. Bedding and blankets, curtains, and small utensils complete the interior.

The trailer was completely scratch-built from a block of wood milled to the required size and shape onto which he glued the sidewalls, support stanchions, and wooden

boards. As we have described a few times before, the canvas cover was made from writing paper. Depending on the effects desired, it can be made from a single piece or five separate pieces. With a little bit of practice, the lay of the folds can be simulated using one's fingers. The canvas top segments were glued on with white glue while on the upper structure contact cement was used so that adjustments are possible even later on.

A scratch-built 'Swedish' style spare tire rack was added. Lyon-Toys rims and tires and the half-shell mudguards all contributed to conjuring up the then widely used Krone semi-trailer.

Patrick made the very intricate design of the decorative stripes on the cab with Tamiya masking tape and Motip spray paint cans. Little details were touched-up with Humbrol paints. The extraordinary quality decals were produced by René Kohli (Lastwagen-modelle.ch). For the finishing touch, Patrick applied a light coat of different shades of gray to simulate road dust just as if Patrick had just come back from a week-long return trip week to Italy returning to the Gloggner's fleet yard.

In my opinion, it is a really nice model, full of the atmosphere of the former hauling company which had a very high rating during the Swiss long-distance driving period. We look forward to featuring further models from Patrick in future issues of this magazine.

Delicate by Himobo 1:50

American 5299

by Daniel Wietlisbach

The American Company, located in St. Paul, Minnesota began with the construction of steam-operated cranes in the 19th Century. Development continued after 1958 when the cranes of the 500 series were first introduced. The very well-balanced relationship between size and performance allowed for long booms as well as heavy loads. The machines soon gained a reputation for being almost indestructible workhorses and therefore were mainly used in earthwork. The product series comprised five models with lifting capacities from 32 to 68 t and boom lengths of up to 52 m.

The 5299 was the largest in the series. Its weight, including the basic boom and counterweight, was 62.5 t. At the beginning of the 80s, the machine, now known as 5299A, was given an angular-looking cabin. The operating levers placed beside the driver were in the same spot where the joysticks in today's excavators are located.

The very engaged Karl-Heinz Hirsch and his company Himobo are responsible for the new model. Himobo has been responsible for many models and accessory parts since the 90s with the best known among them being the Komatsu 575 Superdozer or the Weserhütte SW 760. His models derive from his own ideas or are created on behalf of dealers or

Historic dragline excavators have become the domain of small series producers. The American 5299 comes from Himobo ...

private persons. The American 5299 project can be traced back to a Dutch group of collectors, the same who initiated the P&H 320.

The model will be built in three versions: as a dragline with a 6.20 m lattice mast center insert segment; as a crane with two insert segments; and in transport mode with retracted drive units and without walkways and lattice mast extensions. Himobo is banking on a mixed media construction with 3-D printed parts, milled aluminum parts, white metal castings as well as laser-cut items.

The 5299 arrives well-protected between four layers of Styropor. The assembly instructions include many pictures and are even helpful when unpacking the model. A small Phillips screwdriver is needed for the assembly. Later it is used to operate the winches. The cables come completely reeved in; the lattice mast has to be attached to the upper chassis with the included bolt and the guying be hooked on at the boom head. After that, safety railings for the walkways can be plugged in and the four magnetic sliding doors set at the desired position, a very clever solution that avo-

ids over-dimensioned door guides.

The lower chassis is true to the original. As well as the single grouser tracks which are very nice, the fine driver chains are especially nice to see even though they are a little over-tight. The tracks turn but it almost goes without saying that a model like this is not designed as a toy.

The proportions of the upper chassis have been perfectly replicated. It comes completely equipped. As well as the engine there are the winch motors and the exquisite interior details of the cabin. Care in handling the dainty light lattice mast is very important. In order for the cables to remain taught, the drag bucket is made of metal. For dragline excavator fans the American 5299 is a dream!

Although the models are all handmade it is not a limited series. Interested parties with a lot of patience contact them through streilein@himobo.com.

Aged models from DM in 1:50 'Muddified'

by Daniel Wietlisbach

M'uddified' models have been offered before. They were unappealing and looked rather as though someone without much knowledge of weathered construction machines had sprayed them rather aimlessly with brown paint from a spray can.

Certainly, someone used an airbrush on the two models shown here but did so in a careful, planned manner. We were able to detect two different shades of brown. Other steps followed. 'Dry brushing' with silver highlighted the corners, edges, and all places that

Many collectors like weathered models, perhaps even set on a diorama. Diecast Masters dared to produce aged machines once again ...

might have a lot of wear. This is particularly noticeable on the dumper's bumper as pictured above. Silver on the tires seems to be a bit daring, however, it does not distract from the overall impression. Scratch marks on the tires are nice, and it is correct to have excluded the semi-circle of the window wipers from the weathering. Well done.

And the dioramas? They are very heavy which seems to indicate casting resin was used; they have a nice structured surface including tire marks and earth piles. Those who always wanted to own a weathered model, with or without a diorama, are well served with these new sets by DM.

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Distributor's lorry from Tekno in 1:50

DAF XD

by Daniel Wietlisbach

DAF presented the first models for long-distance traffic under the designation XF and XG. Later, the completely new XD distribution lorries, successors to the earlier CF, were displayed at the IAA Transportation show at the end of September 2022. The lower cabin on the XD that was built for better aerodynamics is an obvious difference. Especially notable is the sleeper cabin version which, with its high roof and unusual proportions, takes a bit of getting used to. Nevertheless, distribution vehicles are workhorses that do not have to shine and be beautiful, and so the XD already has been made 'Truck of the year 2023'.

DAF showed off the new series now familiar gold colour coat in two configurations, as a 4x2 tractor lorry with sleeper cabin and high roof (SH) and two-axle cargo box trailer as well as a 6x2 with day cabin (D) and reefer box upper chassis. Both lorries have cameras instead of rearview mirrors and the day cabin has an unusual cornering window for a better view on the co-driver's side and for the reduction of the blind spot.

Exactly this vehicle was released by Tekno in 1:50 and it too was seen on the IAA for the very first time. Our specialized trade author, Erich Urweider, got the DAF XD 6x2 shown here as a sample and

The DAF XD can be said to be the only 'really' new novelty shape of this year's IAA. With the new cabins, the model maker is successfully rounding out its model program ...

very kindly loaned it to us for a closer look.

While the chassis with the axles and the compressed air tanks was taken over from earlier DAF models, the fuel tank and the exhaust cleaning plant with the exhaust pipe are from the producer's new DAF line. A look at this model from below is rewarding because the axle suspensions with air cushioning and the prop shaft have been replicated in detail. The front axle is very nice with its steering gear and it has a sufficient turning radius. Notably, the cooling units with delicately pierced air intake grilles made from etched nickel silver sheet stock are attached to the chassis.

The Tekno constructors had the CAD data of the original cabin available for their reproduction

consequently, the proportions look good. The model maker has taken over the same modular construction system principle from DAF and so the lower part of the front with bumper, front lights, indicators, and the three lower cross ribs in front of the radiator grille are identical in the long-distance cabins. They can be tilted just like these and allow a look at the mock-up of the engine, complete with its Paccar logo. The really tiny lettering on the fourth rib denotes the 450-hp performance. The cabin is made from a metal part and shows all gaps and beading of the original correctly. Door handles, window wipers, cameras, antennae, and the radiator grille are separately applied parts that have been fitted flush. The tight-fitting windows in their frames and even the cornering window are faultless!

Even with the interior, Tekno has taken great pains. It has been finished in several colours and even includes the inside padding of the doors. The monitors for the cameras which are mounted on the window pillars are included.

The metallic paint job has been

At a glance

- + Interior details
- + Shape design
- + Choice of prototype



applied very cleanly and the lettering is very sharp and legible. While the golden XD-Models are exclusively available only at DAF dealerships, Tekno has already an-

nounced the first freight shipping models for their standard program and so for the broader collectors' market. In addition, model builders will soon be able to access kits for

the XD. And who knows, perhaps Tekno will even produce the XDC and XFC series in the foreseeable future.

All new items from the IAA and Bauma

Fair telegram

by Daniel Wietlisbach
and Carsten Bengs

The 'Special' Bauma of 2022 is now history. Corona forced a move of its date to the fall and also led to the absence of a few large brands, Volvo being the most noticeable. The throng of visitors was as great as ever and speaking as collectors, we were happy with the results. There were some fair highlights and some small new items to discover. Once again, the Liebherr Shop was a hotspot for collectors but some other exhibitors offered no models at all. Not all of the new

We trust that this is a complete list of all the Bauma and IAA models. Of course, we will discuss the models in great detail in upcoming issues ...

items were for sale which was just as well for collectors' budgets. Of course, anticipation is the best kind of joy. Some producers even allowed us to see what is in the cards for 2023!

Our telegram is in alphabetical order. New items from the IAA are integrated into the list. Models with new or special colour schemes are

listed in the blue box as usual, and only new items actually shown at the Bauma are included.

In closing, I would like to take the opportunity to heartily thank all the exhibitors for their friendly reception and accommodating treatment during our visit.

Bauer 1:50

MC96 with diaphragm wall grab, Bymo
BG28 update, Conrad

Bomag 1:50

BC 1173

Broshuis 1:50

Semi low loader 4-axles with wheel
moulds / Scania R 6x2, WSI

Cifa 1:50

K36L-5 on MB Arocs 6x4, Conrad
SL9 on MB Arocs 8x4, Conrad

Fassi 1:50

F1450R-HXP Techno, truck crane only,
IMC

Goldhofer 1:50

Stepstar, semi low loader, Conrad
Arcus PK6, semi low loader, Conrad

Grove 1:50

GMK 5150 XL AT-crane, Conrad
GMK 4100 L-2, AT-crane, update, Conrad

Hitachi 1:50

ZX890-7, TMC
ZX300-7, TMC

Keestrack 1:50

B5e crusher, China

Kobelco 1:50

Kobelco SK1300DLC-10 demolition excavator with 24 m arm, Conrad

Komatsu 1:50

Four announcements for 2023:

WA475-10, UH

WA475-10 with timber crab, UH

PW148-11 with two tools, UH

PW180-11 with two tools, UH

KTEG 1:50

Announcements for 2023:

KMC 400-7 demolition excavator, Bymo

Liebherr 1:50 / 1:87

R 9600, NZG

R 940 demolition with 23 m arm and tools, Conrad

R 945 Multi User, Conrad

PR 776 Mining, U-blade, WSI

HS 8130.1 with weight, diaphragm wall grab and dragline bucket, NZG

HS 8130.1 accessory set with slotted wall grab and hose reels, NZG

LR 11000, NZG

LTM 1650-8.1, WSI

LTM 1110-5.2, Conrad

MK 88-4.1, Conrad

MK 88-4.1 E, trade fair model, Conrad

MK 140-5.1 E, trade fair model, WSI

LTM 1120-4.1, WSI 1:87

MAN 1:50

TGX GX «Lion S», 4x2, red, Conrad

TGS NN, Kipper, 8x4, black, Conrad

TGS NN, Kipper, 6x4, blue, Conrad

(All with 'Optiview' rear mirror system)

MBI 1:50

Set with concrete crusher, pulverizer, and scrap metal scissors, fitting the Liebherr R920, Conrad

Meiller 1:50

Trigenius D316 on MB Arocs, Conrad

Trigenius D421 on MB Arocs, Conrad

Trigenius D316 on MAN TGS, Conrad

Trigenius D421 on MAN TGS, Conrad

Nooteboom 1:50

Manoovr 5-, 6- and 7-axes, WSI

Manoovr 6-axes with interdolly 2- or 3-axes, WSI

Manoovr 7-axes with interdolly 2- or 3-axes, WSI

Palfinger 1:50

PK 165.002 TEC7 with Jib on:

MAN TGX XLX 8x2, white, WSI

Volvo FH5 8x4, blue, WSI

Scania R 8x2, burgundy, WSI

MB Arocs 8x4, anthracite, WSI

Putzmeister 1:50

M42-5 RZ concrete pump on MB Arocs 6x4 «Iontron», Conrad

Raimondi 1:50 / 1:87

T 357, 3D-print on demand, CGM 1:50

LRH 174, 3D-print on demand, CGM 1:87

MRT 234, 3D-print, CGM 1:87

Scania 1:12

6-cylinder 13-litre in-line engine, WSI

Schwing Stetter 1:50

S 51 SX, 50 m concrete pump, NZG

C-Version concrete mixer on MAN TGS

M 8x4, «Bauma 2022», Conrad

Sennebogen 1:50

824G material handler, Conrad

MB semi low-loader «Sennebogen»

(Advance notice for 2023)

Tadano 1:50 / 1:87

CC 2800, IMC 1:50 (pre-production sample)

AC 7.450-1, IMC 1:87

AC 2.040-1, IMC 1:87

Tekno 1:50

Ford Transconti 4x2 and 6x2

High-volume tipper for

manure transports

Fair guide

Special paint schemes and colour versions for the IAA

Type	Scale	Maker	Available from	Infos
MAN TGX GX 41.640 SLT 8x4, yellow	1:50	Conrad	MAN Shop	www.man-shop.eu
MAN TGE 5.180, orange	1:50	Conrad	MAN Shop	www.man-shop.eu
MAN TGS TN 26.510 Meiller roll off container, anthracite	1:50	Conrad	MAN Shop	www.man-shop.eu
MB Arocs Stream Space 2.3 8x6 SLT «Felbermayr»	1:50	Conrad	IAA Messemodell	—

Special paint schemes and colour versions for the Bauma

Type	Scale	Maker	Available from	Infos
MB Actros 8x4 / Nooteboom SWC «Mammoet»	1:50	IMC	Mammoet	store.mammoet.com
Wing as load «Mammoet»	1:50	IMC	Mammoet	store.mammoet.com
MB Actros 8x8 / Scheuerle low loader 14-axes «Mammoet»	1:50	WSI	Mammoet	store.mammoet.com
Tadano CC 2800 «Mammoet»	1:50	IMC	Mammoet	store.mammoet.com
Doosan DL420-7 «Concept X design»	1:50	IMC	—	Trade fair model
Doosan DX165WR-7 «Concept X design»	1:50	IMC	—	Trade fair model

Wirtgen-Group 1:50

Hamm HC 220 / HC 220i, NZG
 Hamm HC 119 / HC 119i, NZG
 Kleemann Mobicat MC 110 Evo2, NZG
 Kleemann Mobiscreen MSS 802, NZG
 Vögele Super 1900-5i, NZG
 Vögele Super 2100-5i, NZG

Wirtgen 220 SM 3.8 Surface Miner, NZG
 Wirtgen W 120 Fi cold milling, NZG
 Wirtgen SP 64i Inset, NZG

Wacker Neuson 1:12

APU3050e vibratory plate with battery drive, China

Wolff 1:87

166 B with Cityportal CP690, Conrad

Yanmar

Announcemen for 2023:
 Different models in new colour scheme

Three-wheel road roller from Kenkraft in 1:50

Sakai R2-4

by Daniel Wietlisbach

Founded in 1918, Sakai began building steam locomotives in 1927 and introduced the first road roller two years later. Following the destruction of the Second World War, the factory had to be completely rebuilt. In 1950, exports to Asia commenced. In 1968 the first three-wheel road roller of the R1 model appeared. In 1976 the Sakai America dealership opened. In Europe, Sakai was active in Switzerland from the 70s through to the 90s. Among the dealers were Rohrer + Marti. Today there are dealerships for this brand worldwide with the exception of Europe and Russia. The current production program contains asphalt milling machines and paving machines in addition to compacting machines.

In our latitudes, three-wheel road rollers are offered only by Hamm and Dynapac. In Asia, especially Japan, and in other parts of the world this type of road roller from

Japan's best-known dealer surprises us with a three-wheel road roller R2-4 from Sakai, a brand also known to us in earlier times ...

Sakai is used frequently on road construction sites. The Sakai R2-4 articulated static vibration road roller is based on a patent from the 1970s. It is powered by a Kubota V3307-CR-T-EF05 four-cylinder engine with 54.6 kW and the maximum weight sits at 10.18 t.

It was very kind that for the transport of the road roller, a suitable tractor lorry with a low-deck semi-trailer was loaned to us. The Hino Profia SS 6x4 tractor lorry as well as the sixteen-wheel low-boy semi-trailer are very nicely made. Both have been available for quite some time now and so we will forgo a detailed introduction. The history of Hino and the model of the Profia FS 6x4 dumper was published previously in our 4-2017 issue.

The very finely detailed model is delivered nicely protected in a rigid plastic display shell protected between two transparent clamshells. Because most of the details are made from plastic, caution is advised when touching the model. The best approach is to touch the metal drums. Because the mainframes of the front and rear units are also made from white metal castings the weight for 1:50 is satisfactory. The model has been made true to scale and the turning radius and the height when transported are correct, thanks to the removable roof.

The three road rolling drums are exactly engraved at the sides and look very realistic due to their shiny appearance. When viewed

from below, the replica of the exhaust and the very fine steering cylinder are visible. The black water tank on the rear part of the machine is exactly made and includes the supply lines to the spray wands ahead of the two front drums.

The working space of the operator is easily reached on both sides by way of the very finely made steps that are attached to the fuel tank on one side and the hydraulic oil tank on the other. Left and right are two completely furnished control stands. All of the steering wheels, pedals, and levers have been modeled correctly and the centrally-mounted control panel

has been painted in several colours. Thanks to the functioning parallelogram kinematic, the protective roof can be put into transport mode.

The air intake slots are pierced and easy to see from the front. The work spotlights may only be coloured silver, but thanks to their surface structure look very reali-

stic; the red rear lights also look great. All rearview mirrors have reflective surfaces. They are made from plastic as are all the railings, spray wands, and other small detail parts. Tie-down eyelets and lifting rings are pierced.

The satin finish looks very good on the model and the paint was applied faultlessly. The sparse, prototypically correct lettering is printed legibly. As of about January of 2023, in addition to the yellow version shown here, the road roller will be available in white/orange or green, the colours of two Japanese construction companies.

At a glance

- + Detailing
- + Functionality
- + Choice of prototype
- Plastic details



Volvo-Excavator from AT in 1:32

EC220E L

by Daniel Wietlisbach

Depending on the equipment, the Volvo EC220E weighs between 20.7 and 25.8 t; the 4,460 mm L chassis increases the stability and reduces pressure on the ground. The built-in six-cylinder Volvo D6J produces 128 kW (174 hp) and complies with the exhaust protocol, step V.

The model arrives safely packaged between two Styropor clam shells with a clear plastic sleeve and a solid box. Packaged separately in a plastic bag are the covers for the drive wheels. Merely press fitted they stay put reliably. Under

AT Collection is expanding its 1:32 excavator program step by step. The youngest member is the Volvo EC220E L ...

the cover hide two screws that can be used to take off the drive wheel which may be necessary when swapping out the tracks. As an alternative, AT offers 900-m-wide tracks that make the excavator look even more stable.

The model is heavy because all main components are made of metal. The model was made correctly to scale. The tie-down eyelets on the X frame are pierced and the

drives are nicely engraved. The guide wheel is lightly sprung and the running and support wheels are dummies. The 600-mm-wide tracks made from metal segments do not turn very easily.

The shape of the upper carriage has been nicely replicated and the metal castings show a multitude of engraved details correctly. The honeycomb grille in front of the radiator is made up of two very finely

etched metal sheets behind which is the hinted-at radiator. Otherwise, according to company policy, a mock-up of the engine was dispensed with. Very nicely done are the anti-skid walking surfaces. Exhaust, rearview camera, and air intake manifold are separately applied parts.

The multi-coloured interior of the cabin is very detailed with all the levers, pedals, and of course, the red safety lever. The door opens to 180° providing a view of the workplace in all of its glory. All windows are flush-fitted and have rubber seals. Other details are window wipers, rearview mirror, work spotlight, antennae, and a warning beacon, all made from plastic. The handholds and safety railings are painted in shiny orange as is common with Volvo.

The housing for the slewing motor and the master control valve are combined at a central point on the

upper carriage. There, true to the original, is the starting point for the hydraulic lines that run to the hook-ups at the valve where they are combined into one flexible rubber part. The technology used for the mold is an impressive solution but is not very convincing in several places on the model. Especially in this scale, a differentiation between flexible and rigid metal hoses would look better. At the transition point from the boom to the jib, the supply lines hang somewhat untidily in the air.

The equipment is made up of a 5.7 m Monoblock boom with a 2.9 m stick both of which are ex-

actly replicated; their undersides are closed in. The hydraulic cylinders that are made with threaded connections hold the equipment stable in any position. While the maximum excavating height is surpassed by 30 mm, the bucket misses the maximum digging depth by about the same measurement; for a display model, certainly an acceptable compromise. The additional hydraulic circuit as well as the Volvo S-Quick changer were modeled. The bucket is removed by pushing down a small bolt. With some tools, the complete quick coupler can be changed out for a Tilrotator from the same producer. The model of Volvo's original bucket is a single casting with five teeth. The satin gray and yellow paints have been cleanly applied and the very detailed lettering is printed sharply. The Volvo logo at the rear weight is raised and coloured white.

At a glance

- + Detailing
- + Functionality
- Hydraulic lines



Very convincingly made IMC model in 1:50

Tadano AC 7.450-1

by Carsten Bengs

The crane sets new standards on seven axles as a powerful alternative to the existing six-axle ones, however, with its support base measuring 8.45 m and a total of 17.62 m in length, the AC 7.450-1 fits into the six-axle class.

We found no faults in the true-to-scale model that we were given to review. Very nice and worth a mention are the included extensive instructions which also contain the basic measurements of the prototype. The seven-axle lower chassis rolls very easily on a surface and the drive train is nicely modeled. All axles are steerable and have sufficient turning radii.

The massive supports hold the model safely, even with the outrigger arm extended completely and with no tires touching the floor! The complete lettering applied to the supports includes warning labels. The threads of the support legs are internal and so are not visible. Of course, crane mats are included as accessories.

In the front area of the chassis are some anti-skid surfaces and radiator shrouds made from photo-etched parts. Access to the upper chassis is gained by using one of the four small ladders which can be correctly put in either work or transport positions. The area around the engine was correctly modeled; on the

After its takeover of Demag, Tadano re-developed the AC 7.450-1. It became AC 450 and is now the successor to the Tadano Faun ATF 400 in the consolidated crane production program ...

original, a 460 kW strong Mercedes engine would be installed. Exhaust, air filter, and tank are easy to make out. Unlike the ATF 400, the AC 7.450-1 has only one engine in the lower chassis; it is responsible for all functions. With this solution, weight and costs can be saved. The trend towards single engines for cranes is currently clearly seen in the market.

The spacious cabin has been convincingly replicated with mirrors, warning beacons, and a very detailed interior which includes the window wiper and the shiny red fire extinguisher. While the crane is traveling on the road, the hook is secured with a small chain.

The upper chassis with the missing engine looks definitively more compact. Anti-skid surfaces and an access ladder are located behind the tilting crane cabin which has a detailed interior that includes window wipers and handholds. The steps on the side of the cabin are very nice to see; during transport these are pushed in under the cabin floor. Small safety railings are attached, but these are used only

when the crane is working.

The AC 7.450-1 is ballasted with the 20-t base block as well as 12 single 10-t and two 5-ton ballast blocks as a maximum. The model comes complete with all the counterweights which on the prototype total 150 t. Even the small lift rings for realistic ballasting in the model form are present.

The seven-part outrigger arm is made from aluminum and so the dimensions look great, especially on the last telescoping segment. Even when extended at a very flat angle, the arm is held securely by a metal cylinder with a grub screw. As with the original, all telescoping sections can be held rigidly in three positions: 45%, 90%, and 100%.

Just like the AC 700 model, IMC has created the side-guying SSL nearly perfectly. Very compact, it is attached to the main mast with little pins. The rear bracing is attached with the time-tested little screws. Very nicely replicated is the small foldable platform used to erect the bracing. It even has a convincing grating made from photo-

etched parts! The lateral length adjusters are also nicely hinted at and the lower spotlights on the upper base mast have been included.

The AC 7.450-1 comes with a three-sheave hook for a maximum of 80 t carrying capacity. It has been completely rigged up at the factory. Visually it is unique because it has nothing in common with the design of its predecessor models. With a full extension of 80 m, it is designed to hold a maximum load of 37 t with guying support and

23 t without, which is completely sufficient. All sheave wheels are individually made and turn very easily; only the dolly wheels at the hook move a little more sluggishly.

The new cable from IMC is now twist-free and because of its size, looks very nice.

There are numerous warning labels on the whole model, for example, yellow operating ones at the upper chassis and around the engine area. The Tadano AC 7.450-1 from IMC models is convincing with its high degree of functionality and perfect detailing. The first company livery paint scheme for ‘Scholp und Wiesbauer’ looks genuinely classy.

At a glance

- + Functionality and detailing
- + Replication of the SSL
- + Lifting hook



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Tom's driving log

by Tom Blase

When I began my driving career in 1991, the market for used semi-trailers was picked clean to the bone because of the expansion of Germany due to the collapse of the iron curtain.

As a result, the company where I worked looked to the market in the Netherlands for vehicles. There, my boss purchased four older Van-Hool trailers with the Wide-Spread 10-ton axles which were by then quite out of date.

Everything on the trailers was massive and of heavy construction. I was able to get the side-board walls to work, after a fashion, using a hand sledgehammer and much penetrating oil. However, the canvas metal framework was old and terribly twisted in some places. It took a full-body effort to remove the stanchions to make it possible to load from the side, especially for a beginner who did not yet know the tricks of the trade.

I was very happy when the forklift driver said, "Boy, leave

Unpopular unloading by crane or, 'all good things come from above'.

the heavy things in. It'll work just as well". Eventually, after three months, I was treated to my first unloading-by-crane trip. On this trip especially booked on a Saturday, I was to carry eight air conditioners for a new hotel construction site in the West end of Frankfurt.

They were relatively quickly loaded with a forklift at the warehouse on the outskirts of the city. Once I received the load manifest, however, I realized why none of my colleagues wanted to take on this extra trip. The manifest read:

Unloading by crane – Saturday – Frankfurt – City Center.

My elevated mood dropped to the cellar but I had no choice because I was still on probation and it would have been difficult to back out of the job at that point. Equipped with much good advice from my father and an additional

sledgehammer, I arrived punctually at seven in the city on the Main River.

I was surprised. Two of the four road lanes were closed and the mobile truck crane was also ready. To my great joy, I found that the Magirus lorry and trailer set from our hauling company was already there; it was scheduled to be in line before me. This gave me time to take the canvas off the trailer and remove the cross braces. Here too, a can of WD40 oil helped greatly to get the old parts moving. The crane operator watched smiling for a moment and said, "Hey big guy, don't make yourself so much work with the canvas top, just leave it on the front quarter of the canvas frame. I can't still lift the rest out that way."

What a nice guy, I thought, and what a stroke of luck.




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

by Remo Stoll

In Switzerland, older larger bulldozers have become a rarity. There were at least four of the type shown here still at work until only a few years ago. Now, only one machine exists; it is allowed to work once in a while. For its age of around 30 years, it is in top condition.

Recognize the machine? Please send us the name and exact designation. The contest deadline is January 10th, 2023. We will hold a draw to select the 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 correctly mail out the models that have been won.

This time the winners will receive a prize chosen from these models: a Kobelco SK210LC with adjustable boom, a Liebherr 36 XXT mobile concrete pump on a Mercedes-Benz chassis from Conrad, and the Renault T High 6x4 with Nooteboom Euro-PX from WSI. 



The solution from Trucks and Construction 5-2022



The long hood forward lorry in question was a Mercedes-Benz LAK 334 and the winners are Thomas Buchser (CH) who

will receive the Isuzu Giga 4x2 tractor lorry from WSI in white, Markus Thalmann (CH) whose prize is the brand new Liebherr L 504 Compact from NZG, and Reinhard Schirmacher, winner of the Caterpillar two-way excavator M323F Rail from Diecast Masters. Our heartfelt congratulations to all the winners!

Calendars for 2023

Erich Urweider, self-published. Each has 14 pages on 300 g/m² paper, size 42 x 30 cm. Available from erich@urweider.com Tel +41 (0)62 897 17 19

The calendars of photographer author Erich Urweider are always something like the ‘best’ of the past year. The results of 2022 are again very impressive and show how many heavy-duty, and veteran meets the publisher visits or accompanies during one year. Again this year, it is noticeable how carefully the subjects for the calendar were chosen. No transport appears to be duplicated and the backgrounds are selected in such a way that they never distract from the main motif thus all the vehicles shown on the individually designed monthly calendar pages are presented optimally. (dw)

Jahrbuch Baumaschinen 2023

several authors, published by Podszun Verlag, size 17 x 24 cm, 141 pages, 280 illustrations, soft bound, ISBN 978-3-7516-1051-3

The 23rd volume of this popular yearbook again unites some illustrious authors and themes: for example, Ulf Böge sheds light on the history of the Spanish construction machine maker ‘Guria’ that made mainly hydraulic excavators between 1961 and 1993. Andreas KÜchler writes about the 80 years of ‘Teerbaum’ history. The company was once the largest street construction company in Germany. Wolfgang Weinbach knows everything there is to know about the first tower slewing crane from Krupp, made in 1965. It had a climbing feature and a 120-t working weight. Once again W & J Weissbecker open their photo albums, this time on the theme of ‘Earthmoving and demolition work in Munich during the 60s and 70s’. (up)

Earthmovers in Europe & Australia

David Wylie, self-published. 465 pages, English language book, hardcover. Available from the Facebook page of the author, ISBN 978-1-9162516-1-8

David Wylie’s third book in the series is also self-published. After ‘Earthmovers in Scotland’ and ‘Earthmovers in UK & Germany’ this book takes us even further away, to Australia. The third book is again superbly photographed and takes the reader on a voyage through the quarries and surface mining sites in Europe and Australia. The pictures he took range from Komatsu PC 490-11 to the Liebherr R 9800. Some history of construction machines is also very interesting as the author looks retrospectively from the Demag H 241 to the Komatsu PC 4000. 1921 until 2021: 100 years Komatsu, or, The development of the Terex TR 100 dumping truck. (up)

Jahrbuch 2023 Schwertransporte und Autokrane

several authors, published by Podszun Verlag, size 24 x 17 cm, 144 pages, 280 pictures, softcover, ISBN 978-3-7516-1059-9

The 19th issue offers ten interesting stories with both themes represented fairly equally. Firstly, we look at the lifting of the rail bridge in Brackwede. We continue to Bielefeld, where three bridges at the station required refurbishing. This was accomplished during continuous rail traffic use. Next, we go to Switzerland where a 300-t generator prototype is transported from Auhafen to Birr. Back in Germany, we look towards Cologne where in 1990 the well-known monument ‘Pferd mit Reiter’ (Horse and rider) is lifted onto its pedestal. Finally, we look to Austria where a transformer is transported to an elevation of 2,000 m in Kühtai, Tyrol. Another five stories from the German-speaking area complete the 2023 annual. (yu)

A construction machine with an eventful past

Frutiger SR 2001

by Ulf Böge

The development of the scraper dozers was an eventful part of history. The last serial-produced machine was the SR 2001. These exceptional machines have their origins in Germany and are the only earth-moving machines that had their beginnings exclusively there. Their history and how they function are familiar to most experts today. Here is an abbreviated retrospective: By 1936, the first ideas were posited to combine the existing scraper trailers pulled by dozers, such as those predominantly used in the US, into a single machine. Inspired by his experiences and observations collected during his time studying in America, Hugo Cordes, the grandson of Johannes Menck, constructed the first running scraper dozer of the type SR 39 on 'Gleisketten' (tracks) in 1939. This dozer, produced at Menck & Hambrock, was designed less as a construction machine and more as a machine to be used by the pioneer units of the Wehrmacht (German WWII army).

In the framework of the 'Organisation Todt' in Nazi Germany, machines for the quick construction of infrastructure, trench digging, and defensive installation needed to be created. The scraper dozer looked to be ideally suited for this

For over 80 years, scraper dozers have fascinated fans and not only because it has been proven that they are the most efficient machines at moving earth over distances of between 50 and 500 meters ...

work. After a few field trials, a few of these machines actually got used by the armed forces which had tested them. From these experiences, a further development to produce a re-designed version, the SR 43, emerged but, because of the war conditions could not be produced in Hamburg. They were produced in Bielefeld at the Benteler Company factory. The company produced about 30 machines under the 'Benteler-Menck' brand name and sent them to different theatres of war and also to the 'Westwall' (Western wall) towards the end of the Second World War.

After the terrible times of the war and the slow beginning of the reconstruction of the factory buildings, the development of new scraper dozers was continued by Menck & Hambrock. Under the aegis of Hugo Cordes and Günther Kühn, the legendary types SR 53 with 6.5 m³ and 175 hp, and, in the following years, the SR 65 with 200 hp, were produced. The latter had hydrodynamic spring elements between the drive unit and the bucket. Those who worked with this

machine found it to be a little less rough and a bit more comfortable.

Also desired in Japan and perfected there

By 1962, Menck & Hambrock had sold a production license to Japanese maker Nippon Sharyo which produced the scraper dozer SR 62 from then on which contributed much to the popularity of this new construction machine in Japan. Because of some of its notable capabilities, like the ability to move through water without any problems, the SR 62 (later the SR 63) was very suitable for the establishment of rice paddies and it became the preferred machine in many land-reclamation projects in 'The Land of the Rising Sun' during the 60s. At that time, scraper dozers were developed and built in both Germany and Japan. In 1969, Menck & Hambrock proceeded with the development of the SR 85, now with power shift transmission and torque converter, and, offering a further 2 m³ capacity, and Nissha's SR 140 and the SR 40, both having

4.0 m³ of volume, appeared on the market in Japan. These Japanese machines were more compact and therefore easier to transport. This small made-in-Japan machine was then integrated into the Menck sales program for Germany and Europe.

First scraper dozers in Switzerland

The Menck scraper dozers had special importance in Switzerland right from the beginning. Commencing in 1957, the Frutiger trading company successfully imported heavy earth moving machines of up to 19 t from Hamburg and so ensured a wide distribution. In addition to the German machines, the Swiss also imported the SH 40 directly from the Japanese Nissha factory beginning in 1967. These early business connections would turn out to be advantageous when no new scraper dozers were available for purchase from Germany after Menck stopped production in 1978. In Japan, however, work proceeded on designing new types of the machine. With the SR 264 with its A, B, and C versions, they produced a solid construction machine that was imported by Frutiger and sold in Switzerland and neighbouring countries. These dozers were ideally modified for the hard-working conditions in rocks and scree. Yet another way to remedy the lack of the sought-after scraper dozers was pursued by the Swiss company of Manfred Bühner. In 1981 the company began to develop its own SR 85, SR 928, and, later, the Operator 1030 which

the company produced itself up to 1998 based on the former SR 85.

The success model SR 2000

In general, the Japanese achieved greater success with their concept of the scraper dozer than the German inventors. Construction sites with 30 or more machines were not unusual and the experiences of years of use made it possible to take the German idea and make many improvements. While Menck & Hambrock produced around 350 units overall, Nippon Sharyo managed quite different production numbers. A great part of their success was the introduction in 1991 of the Nissha SR 2000 (SR 280 P-1) with a bucket volume of 10m³, a unit that was also successfully imported by Frutiger and sold all over Europe. It was based on the technology of the SR 264 C with torque converter and power shift transmission with 210 hp of power and a modern, hydraulically-foldable ROPS cabin. With a loading capacity of 9.5 m³, it was the world's largest scraper dozer at the time. Along with its successor which was introduced in 1999, Nissha produced the SR 2001 type (SR 280 P-2) and delivered a combined total of 3,000 units worldwide.

Scraper dozers were also 'Swiss Made'

With the shrinking global demand, the Japanese maker decided to stop the production of scraper dozers; however, Frutiger experienced a continuing demand for these niche

construction machines. Experienced users demanded higher performances and larger buckets.

In the meantime, because the sales business concentrated strongly on internationally-traded, specialized companies, these demands made good sense from an economic standpoint. The optimal solution to supply the constant demand became a completely new design with the manufacture of the units in Switzerland. In 2000, it finally was ready. The SR 3000 'Tiger' with a 15 m³ bucket capacity, the largest scraper dozer ever built, was introduced. It amazed both trade and the public. Five years later it was ready for serial production.

After Nissha let the production of the SR 2001 run out at the end of the 1990s, Frutiger was the only maker of this kind of construction machine in the world. Today, production has been stopped at Frutiger as well and the company is mainly in the business of supplying spare parts. It also rents out this special kind of machine. Under the new type designation of ST T-10, existing SR 2001s are still being rented out by Frutiger.

The story of scraper dozers seems to continue: In Japan, Yamazaki Construction Co. Ltd., a nationally active construction company, has now developed its own machine. On the basis of the prop shaft and the powered tracks of the Caterpillar D 7 E, the SRY-E was introduced in 2018. Since then, it has been used on many earth-moving construction sites. It seems that the life of the scraper dozer will continue for a long time to come.

Scratch building a Dutch dragline excavator

Hovers MH-23

by Hank van Melzen

In 1904, Antoon Hovers and Jan van Schoot founded the 'Hovers Constructie Tilburg' in the Dutch city of Tilburg where they began with the fabrication of brick compactors and excavators. In 1937, Toon Hovers, the son of Antoon, began to build dragline excavators. The first draglines were the 350 series, meaning that the bucket had a capacity of 350 liters. The first increase in capacity was the 380, but it was only after the Second World War when the 600 series followed by the 750s appeared, and finally, ten machines of the large Hovers 1000 were built.

In 1959 the planning for a completely new line of dragline excavators began beginning with the MH with a 900-litre bucket and later on, for the 'Bok' version with 1,000 liters (1.0 m³). The customers liked the options for the choice of engines; they were able to choose between DAF, Caterpillar, Perkins, Deutz, or GM. The individual configuration in other areas made it almost impossible to make the machines in a series; each machine was assembled according to the customer's requests. This increased the price of the excavators so that they were unable to compete with their rivals and Hovers descended into insolvency.

The MH-23 was in direct competition with the Ruston Bucyrus

Henk van Melzen has more ideas than the time required to create them. After the fantastic model of the Wollf crane, he made four dragline excavators concurrently ...

22-RB and was also steered with compressed air. At least 130 units of the MH-23 were built at the Tilburg factory and a further two were assembled in Belgium following the insolvency. With a working weight of 24 t and a boom of 12 to 18 m long, the machine could operate with buckets from 800 to 1,000 liters.

The model

In my younger years I never consciously observed the locally produced Hovers. They were just normal dragline excavators for me. I was fascinated by the machine when I found out about them for the first time and wanted to build a model in 1:50.

My research began to find pictures on the Internet where I discovered a large collection of images on Bouwmachinesvantoen.nl. I found out that an old Hovers MH-23 was still standing in a sand pit near Loop op Zand.

Naturally, I had to visit the old machine right away. To my eyes, it was a great machine. At the location, it was possible to photograph

and measure the machine in great detail which is the best prerequisite to building a model.

Ad Gevers from Bouwmachinesvantoen explained to me that practically no machines were identical because of the individualized way of construction as described above. For example, he mentioned the way the lower chassis was built and that sometimes extra winches were added.

In the end, I began to build four models at the same time. Of the four, three had an A-frame and the fourth had a directly steered boom. The plan was to make various lower chassis. The booms too were almost all completely different as were those on the originals. Two I made from brass and two from Evergreen plastic profiles.

Construction started with the upper chassis; all of them are almost completely made from plastic profiles. The sliding doors of the cabins open and so do the doors to the engine rooms at the sides and the rear, therefore, engines and the winch drums' power units also had to be replicated. The building of the drums was very elaborate and time-consuming because I decided

to make the models functional. To achieve better stability, winch supports, an A-frame, and the boom base plate were all built within one frame for each machine. I made this ‘heart piece’ of the upper chassis to be removable until the end of construction and painting which made the work much easier and proved that the idea functioned well.

The levers in the operator’s cab, as well as all the supply lines, are made from brass wire, and the glass for the windows is cut from the package of a Tekno Model.

The tracks on a Hovers are very different from those of the NCK from which I had gained some experiences earlier on. All drive units and tracks are made from cut-to-size, filed, and partially drilled-out plastic profiles. In a hardware chain store, I found reasonably pri-

ced punching tools of several diameters; there were ideally suited to punch out the holes of the running and support wheels for the tracks. These tools greatly simplified the construction of the winch drums. Construction of the grousers for the track was one of the most difficult challenges. The chain drive with the two cogwheels is very elaborate. I milled it out of a 2mm thick sheet of plastic stock. Unfortunately, after painting it completely black, many details were no longer visible.

The 12-m-long boom was made from soldered-together brass profiles, as in issue 4-2022 when I was building the Wolff F25H. I gained lot of experience when building the other booms from plastic. Interestingly, these fine-looking booms are also very rigid

even though are only glued together.

The dragline buckets are also made from plastic sheet stock. Because they are used in the sandy Dutch ground, the buckets do not require the typical drilled holes.

The whole project meant a lot of work, first on research and then on building four models at the same time. But it was a lot of fun for me, and I created some unique models. It is highly unlikely that one of the commercial producers will ever make a Hover’s dragline excavator. Some of the old dragline drivers have expressed great joy in seeing the models.

I am not suffering from boredom because I have already started to collect pictures and plans for a Lima HC65 in the ‘H. Hauskes Kerkerdom’ paint scheme.

A typical Dutch lorry

Scania-Vabis LB76

by Hans Witte

One of the producers was Geoffrey Moorhouse, a former developer at Meccano, who went independent by making his own lorry kits. I met him for the first time in 1979 and from then on, we were in regular contact. I was very impressed by the quality of his kits. The first ones were a Seddon-Atkinson and a Crane-Fruhe-

While white metal kits were available in Great Britain by the 50s, it was not until about 1975 that the first 1:50 lorry kits by British makers appeared in Holland ...

auf semi-trailer. These were followed by a further two which were developed by Ad van Dijk and produced upon request through an injection of cash by the Dutch

collector Luran Braat. These models were offered under the GAL-Modelle brand (Geoffrey, Ad and Luran). GAL.1 was a ‘Replica kit’ of the Tekno DK Scania-Vabis

L76 two-axle lorry with the BeGe day cabin. It was also offered completely assembled and painted in the Bilspedition livery. GAL.2 was the Scania-Vabis LG76 tractor lorry with a day cabin that was developed by Moorhouse. I assume that this LB76 was only made in a limited series because I have seen only a small number of assembled ones. The announced kit with sleeper cabin appeared in 1981 and from then on and for many years, this LB76 and the Volvo F86 were the program's best sellers.

In 1993 came the LBS76 with a trailer from Tekno for which Heavy Goods supplied the LB76 sleeper cabin. The cabin was attached to the Tekno LBS140 chassis using an adapter. The first series was delivered exclusively to the Scania factory in Södertälje in their yellow and red factory colours. Later on, other models for collectors reached the market; the ASG colour scheme was certainly the most popular. Rumour has it that Geoffrey assembled more than 3,000 cabins for this unique project!

The last chapter in the history of the LB76 began in 2005 with the announcement of a small and completely newly developed LB76. Included were a new LBS chassis with a trailing axle and re-designed day and sleeper cabins. These new models were of a much higher quality than the early kits. They became bestsellers and remained in the HG program for many years. Since Miho stopped production in 2013 and Geoffrey retired, these kits have become very rare and are much appreciated by those who have one or more sitting on their shelves. This is due to the fact that

the Tekno cabin is incorrect; the radiator grille is too small and the corners of the front window are too 'sharp', just to mention two of the more glaring mistakes.

But even the LB76 from GAL is not faultless. The sign on the radiator grill says it has the Super DS10 engine with Turbo that at the time produced 225 hp, however, below the cabin we see the engine hub does not have the turbo and has only 195 hp.

Lorry

In 1979, the LB76 was one of my first kits. I was excited about the quality, the details, and the ease of working with the rather soft but stable white metal castings. And finally, this kit offered good-looking rims with 10 rim bolt heads visible. It was not perfect but was miles above what other producers delivered. For example, Tekno's rims had only six bolt heads on their trailer. I dreamed of better rims and tires but at that time they were just not available.

Because the short cabins in Holland are generally used on lorry-with-trailer sets, I had to re-build the chassis of the tractor lorry. The model has no actual prototype; it was simply supposed to represent a typical Dutch combination. I used several detail parts to make the lorry a bit more attractive. Under the front bumper, I installed a light bar with additional fog lights and a single air horn plus a radio for the driver in the cabin. With a little bit of imagination, such a lorry could have been seen on Dutch roads in the 60s. At that time, I did not take any notes or photos of the construction sequences, but now, as the

model sits on my desk, memories come flooding back.

My model was supposed to be an early LB76 with a wheelbase of 5.0 metres and a loading surface of 6.5 metres. To get the right measurements, I initially made a simple main drawing. I severed the chassis of the tractor lorry just behind the fuel tank and extended it by using a chassis from Lion Toys. Both chassis halves were glued onto an auxiliary frame made from 3.0 mm thick plastic sheet stock and this was glued under the 3.0 mm thick deck later. This way the whole upper chassis is a very solid base for the model. The auxiliary frame and the deck superstructure now carry the weight rather than the chassis. I constructed the whole thing upside down on a flat surface to ensure that the chassis of the lorry would be absolutely straight and flat.

The headboard, side, and rear fold-down panels are made from 1.0 mm strong plastic material which I glued onto a wooden block to make the model even more stable. To finish the chassis of the lorry, I constructed the rear mudguards made from plastic, and then attached a toolbox made from a piece of Lego brick. The spare wheel cage was made from soldered brass strips and brass sheet.

Since the early white metal kits did not include mirrors and window wipers, I made the wipers by soldering brass wire and then created the body of the mirror from zinc sheet stock. The radio antenna is made from the thinnest gauge of guitar wire I could find. I am still happy with the soldered-together light bar under the front bumper but I do not recall how I made the fog lights.

The position lights on the cab roof were fashioned from two pins. In the interior of the cabin, I added the sun visor over the front screen window and a stow-away tray over the prop shaft tunnel.

Trailer

The trailer is based on a Tekno DK-Model and was supposed to be in the same style as the lorry. I started out by filing off all hinges and other protruding details to get smooth side walls. As on the lorry, 1.0 mm plastic sheet stock was used to make the new planks for all sides. After this, the total width was 49 mm, just like the lorry. The headboard wall was then added with stakes on the outside. I added a shelf on the top on which to store the rolled-up canvas just as could be observed on Dutch lorries of that time. The rear end and the bumper were made to look like a DAF trailer, the only reason being that I liked that kind of styling. To enable the trailer to sit a few millimeters lower, I opened the axle housings and then stretched the screw springs; once stretched, I then cut the springs in half. The combination of the softer springs and the weight from the block of wood turned out to be just right. The trailer is still lightly sprung and ‘wobbles’ a little and that looks pretty realis-

tic when driven, an effect I did not expect.

The drawbar was spruced up with a small loop and two brake lines. Thanks to brass wire glued into the brake lines these can be inserted into two tiny holes in the rear bumper of the lorry to create the hookup.

Below the side stanchions of the cargo deck, I drilled out 0.6 mm holes for the cable hooks which are made from short brass pieces. On the wooden blocks, I made the outlines of a load of sacks from quick-drying modeling clay.

The model was now ready for painting. First came a layer of primer, followed by a coat of Humbrol 40 light grey and then one of Humbrol 15 midnight blue. Next, to imitate painted plywood, I painted the side walls in two tones of brown with a brush. After that, using a very fine brush, I painted the stanchions and profiles along the boards in painted dark blue.

The blue tarps I cut from a beach ball, which, in my opinion, had just the right structure. Using a needle I inserted suitable lengths of solid thread along the edges, knotted them on the inside, and fixed them in place with drops of glue. After the canvas was glued onto the load, the black ‘rubber bands’ were made taught and secured to the

hooks on the sides with a drop of instant glue. Then the whole load was tied down with rope correctly using a ‘Dolly Knot’ and crisscrossing over the backside of the load. To simulate old canvas covers, nowadays I prefer to use grey tissue paper which is a bit rough, as well as normal paper for the more modern Bisonyl covers. But the way, the method I employ to apply the covers and ropes is still the same now as then.

During the past forty years, I have built many other white metal kits and when looking back, it becomes clear to me just how much these makers have changed the hobby in a positive way. In the 60s and 70s, we all began to modify the diecast models, often in combination with scratch-built decks or trailers. But the white metal and resin kits have given us a much wider variety of models which are also easy to work with and modify.

Let us not forget the many details and accessories that have become available; however, some black clouds seem to be appearing on the horizon because most of the producers have stopped making kits and some have gone into retirement. I hope that new manufacturers will appear on the scene and bestow upon us kits of long-forgotten lorry brands. Hope follows dread.

Tunnel construction in 1:50 – part VIII

Mühlbergtunnel

by Markus Lindner

The miners reached the north portal on the other side of the tunnel where the breakthrough (the end of the tunnel mining) was celebrated. After that event, the whole tunnel profile was cleared of rubble, including the drainage channel in the tunnel floor thus bringing to a close this phase of tunnel construction.

After that, the phase of interior finishing began for which a concrete interior shell for the tunnel was installed. The most important tools for these tasks are a variety of scaffolding trolleys which are specially designed and equipped for the different stages of the work. They run behind each other on guide rails through the tunnel. For this purpose, a set of concrete footings had to be poured so that the two guide rails for the wagons could be mounted on them. The required channels were drilled at the same time as the tunnel mining was cleaned out using an excavator, and the rocks were removed. The pouring of the concrete foundation was made with a Wirtgen Slipform paver.

The first scaffold rail trolley is a so-called profile car. It is used as a measuring car to correctly measure the outer layer of the concrete shell so, in places where the profile of the tunnel is not as it should be, a tunnel excavator can remedy the areas as required.

A few months have passed, and quite a few things have happened on the construction site. The tunnel's final breakthrough has been celebrated ...

Next follows the sealing trolley, a simple scaffold construction with which waterproofing membranes are attached to the Spraycrete layer.

Then comes the reinforcement trolley; it is a little more elaborate in construction and is used to install the reinforcement bars to the tunnel walls and ceiling. Structurally, tunnel bores are like bridge arches and often do not require any reinforcement if they are only stressed by pressure.

Reinforcement may still be necessary, especially if the stress pressure inside the mountain is not quite clear, or as here where the covering layer is weak. The step-by-step assembly of the reinforcement trolley using two mobile cranes is shown here in a series of pictures.

Finally, following the reinforcement trolley comes to the formwork wagon. It is hydraulically adjustable and conforms with the contours of the tunnel profile. As the name suggests, with the help of these forms the tunnel bore can be concreted section by section. A concrete pump is used to concrete the tunnel bore.

Then follows the so-called 'after treatment' units that apply insulation panels and a special fleece foil which is designed to protect the concrete from the influences of weather like cold, wind, or frost. They create a close to 'normal' climate inside the tunnel. If called for, the fleece foil can be sprinkled with warm water. Last of all is another scaffolding trolley from which to manually repair eventual faults in the concrete surface.

Now that the concrete tube tunnel construction is finished, the next step will be the construction of the road and the installation of the technical equipment.

Our partner page

Sandstone from Rorschach in famous hands

At the end of August, the historic Mountain Sprint was held in Walzenhausen to remember the over 100-year-old mountain race that was run until 1986. The race for Old-timer vehicles was held for the first

time in 2007. 130 cars and 50 Motorbikes participated in the Mountain Sprint. The most prominent driver at the start line this year was Peter Sauber. He also received the inaugural trophy for significant contributions

to the motor sport. The trophy was made from Rorschach sandstone at the Bärlocher AG. Heartfelt congratulations to Mr. Sauber for his great achievements in the motor sport.

The same work in two different places

The SBB (Swiss Federal Railway) and the Axpo Company operate two water-powered hydro plants located in Rapperswil-Auenstein and Wildegg-Brugg. Substantial sediment was found at the intake of the turbines in both locations; the sediment needed to be excavated from the river. The work was done using the new Sennebogen 6113E tracked telescoping

crane, a Liebherr R 926, and the new Combifloat C-5 pontoon. The Sennebogen lifted all eleven parts of the pontoon onto the water. With a surface of 260 m² and a carrying capacity of 180 t, the new Combifloat provided enough space for four roll-off bins as well as the Liebherr. Removal of the sediments was done in water depths of 6 to 15 m. Once the

12 and 15 m³ capacity bins were full, the pontoon was moved to the river's edge where the Sennebogen exchanged the bins. Roll-off dumpers transported approximately 1,200 t of sediments to the appropriate dumping site. After 10 days at Wildegg, the whole crew moved 10 km upriver to Rapperswil.

Translation of pages 54 – 55

New on the market

Weiss Brothers 1:50

Although the takeover of Joy Global by Komatsu was some time ago, only the orange Joy hybrid 22HD has changed into the Komatsu WX22H hybrid LHD. The machine saves the energy created during braking to use later thus saving up to 30% of fuel. With the remarkable 11.2 m³ bucket capacity of the almost 60-t machine, this wheel loader is ideally equipped for use in underground mining operations.

As we would expect, the very detailed model from Weiss Brothers has been made to a high standard. Its heavy weight gives the model added value. It is true to scale and the shape has been successfully modeled. The open area around the engine has been extensively replicated. All the components are multi-coloured and some even have really tiny lettering. The very delicate, finely photo-etched radiator

grill can actually be opened; seen behind it is the radiator. The cabin also leaves nothing to be desired. The doors open to reveal the multi-coloured interior that is lettered with tiny decals. The lifting cage, Z-Kinematic, and bucket are made from metal and reach all the maximum extensions of the original. Naturally, all hydraulic lines are modeled. The fine-looking, stable handholds are soldered.

Siku Blister

Siku has released two sets and two single vehicles in approximately 1:87 scale, all with the well-known stylized Volvo cabin.

The Faun street sweeper version, a lorry with cargo box lettered for 'Sixt', the very colourful roll-off lorry and trailer combination as a set, as well as the white municipal set with a garbage truck and street sweeper are available individually. All vehicles are very solid and functional

for their size and thus have high play value, an ideal gift for little lorry fans.

MSM 1:50

The specialist of construction site accessories made on the 3D printer continues to expand its program. For example, the construction site office container type A is now available in the well-matched paint scheme of Kibag. The three sets shown here create order and tidiness on model construction sites. They each contain either

two enclosed material containers or two pierced side containers of different heights. Now, barriers are easy to set up. In the 'Barrier Material' starter set are four posts with typical bottom plates as well as four planks in three different lengths. Additional sets containing all these parts individually can be ordered separately. The posts and planks which are printed from colourful material are robust, despite their delicate appearance. (msm-modelle.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
Scania 730S V8 grey	1:18	NZG	Dealers	www.nzg.de
Liebherr L566 XPower «Richard Schulz»	1:50	Conrad	Dealers	—
Komatsu PC290LCi-11	1:50	First Gear	Dealers	www.firstgearonline.com
Cat D7E resine	1:50	Dan Models	Direkt	miniaturmodels@yahoo.com
Tadano AC 3.045-1 City «Scholpp»	1:50	IMC	Dealers	www.imcmodels.eu
Scania 730S 6x4 / Nootboom MCOS «Møller Pedersen»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 8x4 SLT «Tapani»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 8x4 SLT / Nootboom semi low loader, yellow	1:50	IMC	Dealers	www.imcmodels.eu
Scania R 6x2 / semi low loader «SCT»	1:50	IMC	Dealers	www.imcmodels.eu
Scania 143E 8x6 resine «Cadzow»	1:50	IMC	Dealers	www.imcmodels.eu
MB Arocs SLT 8x4 / Nootboom SWC «Collett»	1:50	IMC	Dealers	www.imcmodels.eu
MB Arocs 6x4 / Nootboom MCOS «Franz Bracht»	1:50	IMC	Dealers	www.imcmodels.eu
MB Zetros 6x6, silver, resine	1:50	IMC	Dealers	www.imcmodels.eu
Titan 8x4 SLT / ballast box, «Zwagerman», resine	1:50	IMC	Dealers	www.imcmodels.eu
Nootboom semi low loader, yellow	1:50	IMC	Dealers	www.imcmodels.eu
Ballast box separate, grey, orange	1:50	IMC	Dealers	www.imcmodels.eu
Baljer Zembrod stationary crane	1:50	NZG	Dealers	www.nzg.de
MB Arocs 8x4 Meiller tipper, grey, white, blue	1:50	NZG	Dealers	www.nzg.de
Liebherr A 918 Compact «Strabag»	1:50	NZG	Exklusiv	fmb-shop.de
Scania S650 6x2 / stone trailer «Hoogendoorn»	1:50	Tekno	Dealers	www.tekno.nl
Scania 143M 6x2 / stone trailer «Hoogendoorn»	1:50	Tekno	Dealers	www.tekno.nl
Mack F700 6x4 «Jorn Bolding»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1090-4.2 «Stoddart», «Wagenborg», «Digging and Rigging»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1050-3.1 «Lee Lifting», «Johnson & Young», «Simpson»	1:50	WSI	Dealers	www.wsi-models.com
Scania R4 8x4(5) / Scheuerle low loader «Torben Rafn»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x4 / semi low loader «Element OG»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 10x4 / low loader 5+1 «Nootboom»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / semi low loader 4+2 «Zöchling»	1:50	WSI	Dealers	www.wsi-models.com
Volvo F12 6x2 / Nootboom Euro «Klomp»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros 8x8 SLT / ballast box / low loader «Ale»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros MP4 6x4 / Nootboom Euro «Bolk»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL 8x4 / Scheuerle Inter Combi «Fagioli»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 8x4 / Nootboom EPX «Ruttle»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1500-8.1 «Baumann»	1:87	Kranlab	Fritzes Modellbörse	fmb-shop.de

News in brief

DAF XDC and XFC

In addition to the model of the DAF XD, covered in this issue, DAF also introduced the XDC and XDF series at the IAA. The ending ‘C’ refers to construction vehicles. A reinforced front bumper which sticks out a bit like a lower lip, as well as a higher ground clearance for off-road use, are the visual markers of the XDC and XDF construction series. The model also has a sturdy radiator grille and a steel radiator protection sheet.

The high ground clearance makes for excellent off-road performance and the low tare weight gives it a high carrying capacity. While the XDC is only available with the MX11 engine, the XFC has as an option the MX13 engine that produces up to 530 hp. It is especially useful for dumping lorry Caterpillar 789 Next Generation

At its introduction in 1986, the 177-t capacity 789 was the second surface mining dump truck from Caterpillar. Currently, the successor of the first Next-Generation version of 2020 is now available. The new 789 moves more material with less fuel. The improved drive train promises easier gear changes and 5% more speed on inclines when compared to its competitors.

Productivity starts with the driver who sits in the new 17% wider cabin which has many automation features. The nominal carrying capacity is around 193 t. To supply sufficient power for the unit, the Cat 3516E engine is available with two performance options:

1417 kW (1900 hp) or 1566 kW (2100 hp) for faster turnarounds. (up) ies. (eu)

Mercedes-Benz eActros LongHaul

At the IAA, Mercedes-Benz showed off the eActros LongHaul. Clear outlines and LED light strips hint at the upcoming serial production. Mercedes has already released some of the technical data including that the eActros LongHaul is will have a battery capacity of 600 kW and be powered by two electric engines with a new electric axle. The engines are reported to produce 400 kW continuously and for short intervals can produce up to 600 kW of power. When introduced to the market in 2024, the eActros LongHaul will be available as a tractor lorry and as a flatbed chassis. The producer promises a range of about 500 km. To increase that range it will be possible to charge the eActros LongHaul with 1 mW so that within 30 minutes, the battery is charged from 20% to 80%. (eu)

Kobelco SK1300DLC-10E

The new Kobelco SK1300DLC-10E demolition excavator with its four-segment boom and a maximum working height of 40 m has been available in Europe since March of 2022. It was introduced to the wider public for the first time at the Bauma in Munich. The

SK1300D is currently the largest demolition excavator made exclusively by one manufacturer. At 40 m the maximum weight of the attached tool is around 4.3 t, at 35 m it is 900 kg more. The available short adjustable boom even has the capacity of attaching to a mighty 12 t tool. The excavator can be disassembled for transport so that the maximum transport weight is around 32 t and it does not exceed 3.2 m in width. The re-assembling process takes about two hours. (up)

The first use of the Orion

The ‘Orion’ is an installation ship of the Belgian Deme Company specializing in the erection of offshore wind turbines. The main crane lifts up to 5,000-t and the secondary crane has a 1,500-t lift capacity. Two auxiliary cranes of 100-t capacity are also on board. The ship is 216.5 m long, 49.0 m wide and 16.8 m tall. Its power plant produces 44,190 kW but can also be powered with LNG as a dual fuel option. It is able to carry 30,000 t of installation material and has room for a maximum of 239 people.

The normal complement is around 160 people. The ship gained some notoriety because of a serious hook failure due to a break on the final test lift which had grave consequences. It has now reached its first operational site off Sassnitz (D) where it is installing 28 so-called Monopi-

les for the Arcadis Ost-Project. 27 wind turbines and a substation will be installed on top of the Monopiles. (eu)

Sennebogen 653 E Electro Battery

With the 653 E Electro Battery, Sennebogen is presenting the first cordless, battery-equipped

tracked telescoping crane at the Munich Bauma. The new 50-ton battery crane operates completely emission-free, produces fewer vibrations, and is quieter when compared to a model with a diesel engine. Thanks to the Dual Power Management System, the 653 E remains extremely flexible. This means that the electric crane with its 210-kWh battery pack can be

operated not only by its battery from the main electricity network while the unit is charging. This sustainable tracked crane was developed in cooperation with the Dutch dealer Van den Heuvel which makes it the first battery-supported tracked crane in the Sennebogen sales program. (up)