

Laster & Bagger

Ausgabe 6-2023

Modelle von Lastwagen, Baumaschinen und Krane



Mit Wettbewerb

First Gear 1:50

Komatsu D475A-8

Tekno 1:50

Ford Transco

English text



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Conrad 1:50
Sennebogen 830E Abbruch



Editorial

Playing with numbers



Time to say thanks! I often think, 'How lucky I am to have the greatest team in the world around me'!

After the summer holidays, the fall collecting and model-building season has begun. As a prelude to the season, I attended the Minibauma. For the first time, it was held at a new location in Germany, Sankt Leon-Roth, not far from Sinsheim. There was some very high-quality model building on show with the main focus on 1:50 and 1:87 scales, and the attendance was high.


There were happy faces at the sales stands and at the stand of this magazine. I had some interesting conversations about collecting and model building and was even able to gain a few subscribers, and they are, in the end, the lifeblood of a magazine. It was very interesting that all the new subscribers already knew the magazine very well, and had been contemplating subscribing for a while or had already come to that decision. This is heartwarming news because most people who seriously pursue our hobby know and appreciate Trucks & Construction and enjoy reading it regularly.

If a subscription is taken out in person, during a meeting it is a very nice occasion on both sides.

I wished right away that I could have the opportunity to meet all readers in person at least once. That probably is not within the realm of possibility, but at least I have the opportunity to reach out to them with my written lines here.

And now I would like to ask a favour: Subscribe to Laster & Bagger (Truck & Construction) if you have considered doing so previously. By the way, it can be done not only over our website, but, of course, also by email or telephone because contact with readers is close to my heart. With a subscription to your favorite magazine, you're supporting it in the most effective way, because when the magazine is sold in a bookstore, it takes the sale of three magazines to get the same return as one subscribed issue as a little play with numbers showed me recently. Thank you very much!

I wish you all a lot of fun in reading the magazine.


Daniel Wietlisbach

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Björn Reinhard collects models from the British Isles

Very British!

by Daniel Wietlisbach

Björn Reinhard first saw the light of day in 1952 and grew up in a triplex in Münsingen, which is situated between Bern and Thun. Björn often cruised around the neighbourhood on a tricycle, and later in a pedal car that looked like a military jeep. He was able to express his love for colour and shapes with Lego bricks which were a new toy at that time. Creativity was called for because the bricks didn't come in the multitude of shapes and colours that are available today. He made several buildings with the bricks, and traveling between them on imaginary roads, was his first Bedford bus, in Matchbox size, as the collector remembers. Later on, the family moved to a high rise in Thun. Björn was seven years old when he began school in that town.

His father had worked for the PTT (today Post), the Swiss Postal Service but later changed to work for a company. It meant that Björn's father was often away from home on the road, while his mother looked after the home. After his younger brother began an apprenticeship as a precision mechanic, their mother went back to work and found a job in the same company.

Even during his spare time, their father always had a lot to do, because he assembled all-purpose cleaning ap-

Björn Reinhard's collection reflects his love for old lorries from Great Britain. His collection contains over 2,000 models. All prototypes are from the United Kingdom, a place he has never actually visited ...

pliances, the licence for which he had been able to acquire. The cleaning fluid was sold in large containers and was especially popular on farms. Occasionally, Björn was allowed to join his father on delivery trips. These were done with the classic family vehicle of that time, a VW bug, which Björn thought was a perfect vehicle. It impressed him because of its shape also its range of colours.

Apprenticing during the Hippie area

School was very pleasant for the youngster. He enjoyed learning and liked his teachers. The results of a search for an apprenticeship were varied. Originally, Björn wanted to be a cook, but after a trial apprenticeship, he had to re-calibrate. He was especially irritated by the preparation of animals for food. Being cut adrift a bit, he asked a school friend what his plans were, and his friend talked about his apprenticeship as a typesetter. Björn was allowed to visit a print shop and after a bit of job shadowing,

he found an apprenticeship with a publishing house with a print shop in his hometown. The work was varied because they also produced books in addition to the usual printed material. Looking back at his decision, Björn says that he would choose the same path again today.

He remembers living the 'Hippie Years' as a youth. On weekends, he went on his motor scooter to join his friends and visit pubs and venues that played good music. Hanging out with friends, long discussions about music, and free living were his main activities outside of work.

Having completed his apprenticeship at the beginning of the 70s, Björn Reinhard started to work in the print shop of the local newspaper, the 'Thuner Tagblatt'. There, he enjoyed diverse work experiences in the department of printed business supplies. After a few years, the company began a search for a customer sales rep to sell newspaper advertisements in the community. An internal change was suggested to Björn. After some initial hesitation, he accepted the

new challenge. His contact with all his advertising clients and the advice he was able to give them became his whole world. He managed to connect to his clients, sympathize with them, and gain their trust. He remained in his job until retirement.

When he was only 21, he got to know the woman who became his wife and they lived together for several years. In 1990, at the age of 38, he reached a turning point that gave his life new meaning. His younger brother, as well as his sister, supported him during these difficult years.

In 1998, Björn moved into his own house in the district where his younger brother lived. Parallel to his work, he pursued education to become a massage therapist. Once he completed the training, he offered his services on evenings and weekends. Contact with other humans was most important to him.

When a large daily paper with pages of local content from his area expanded into the region where he lived, they hired him as a sales rep

for advertisements. He got his own office and worked very independently until the company reorganized thus precipitating a move to the main office in Bern. In 2012, Björn was 60 years old. The ongoing crisis in the newspaper business continued to worsen and cuts were made in the sales department. His work was reduced to 50%. He worked from home by phone and the remaining 50% of his salary was paid by unemployment insurance because at that age it is almost impossible to find work.

Collecting with a passion

During his last working years, circumstances were rather unhappy. However, he found joy in the new hobby he had discovered 10 years earlier: the collecting of English lorries and busses in 1:50!

His enthusiasm for the shapes and designs of the English motor lorry producers began in his earlier life. Over the years, Björn owned a Mini-Cooper and a Mini-Cooper S and

was a co-founder of a fan club for these small cars which had reached cult status long before ‘Mr. Bean’ made them even more of an icon. Club members helped each other with repairs, which was part of the experience like the ‘breathtaking bottom-hugging driving experience’. His earlier connection to British cars came in the shape of an MG F Cabriolet which he drove with tremendous enjoyment.

The trigger for the start of his collecting passion was a YouTube video in which a renovated Bedford OB Bus played the main role. It reminded the collector of the toy bus he had owned as a child and that he used to drive around his Lego brick buildings. His excitement was rekindled and further Internet research led him to the Corgi collector’s website where the numerous colour schemes of the Bedford bus captivated his imagination. Because the collector does not speak English, he used Google to translate the texts. In this way, he learned a great deal about the models and the almost unbelievable variety that was produced. However, on the website of the maker, only the current colour version was shown. The only way to get some of the small numbers of the limited-run versions was on eBay. Even though the collector experienced great trepidation over ordering from eBay and sending international payments over PayPal, he finally took the plunge and made his first order from the United Kingdom. He was positively surprised when the model arrived intact, securely delivered by the Swiss Postal Service. At the beginning of his collecting passion, his wish was to find every possible available colour version of the Bedford bus.

The collector

Björn Reinhard (71), who is now retired, apprenticed as a typesetter in his younger years and then changed to advertising sales for daily newspapers. Concurrently, he studied to be a massage therapist and worked part-time.

As well as models, he collects tea lights, small lamps, and fountains made from semi-precious stones, and is interested in photography. As yet another hobby, he appears at functions as ‘DJ’ and plays CDs of hits, dance music, and Oldies.

He lives in Heimberg near Thun. Should you wish to visit him and his collection, please contact him by email: bjoern.reinhard@hispeed.ch.



Over eBay Great Britain, he was able to contact private collectors and small dealers, who, on their own initiatives, had re-painted and re-lettered models further expanding the colour palette. Collecting became ‘an addiction’, as Björn Reinhard remembers, his shiny eyes glazing over when looking at the treasures in his display cases.

After the Bedford bus period, lorries were his next area of interest; these now comprise two-thirds of his collection. No wonder, if one thinks of the almost countless brands of British lorries that are known to only a few in Continental Europe. Bedford, ERF, Leyland, Foden, Morris, and Atkinson are the most widely known, but who here has even heard of ACE, Albion, Sentinel, GUY, or BMG? Luckily, there are Corgi Toys which, up until a few years ago, produced models of British Lorries in 1:50. Today, as far as commercial vehicles are concerned, the producer limits itself to creating models as accessories for model trains in ‘00’, in

the exotic scale of 1:76 which is widely known on the island nation.

Never visited Great Britain

For the lorries, 99% of suppliers are found in Great Britain. When the collector discovered a new brand of lorries, he researched its history on the Internet to increase his knowledge. He is also interested in the history behind the models although he owns no reference books, the English language being a hindrance to him.

He felt motivated by private collectors and tackled some alterations himself. Björn bought some damaged or incomplete models as part donors or inexpensive spare parts in good condition and with their paint removed. From the sourced parts, he created some log transporting lorries in colours of his own choosing.

Today the collection contains around 2,000 models but there is room for only half of them in his eight display cases. In addition to the 1:50 models, highly detailed versions

of three 1:24 Bedford bus models are displayed. Some 1:76 models have also made it into the collection because they suit the printed card kits of buildings made by Corgi Toys.

The display cases made from Ikea bookcases augmented with additional shelving and optionally available doors present the models admirably. Unfortunately, lack of space sets limits, much as many collectors experience. On a few occasions, Reinhard has considered selling his whole collection. Loving them as he does, he wants to sell the collection as a complete entity but so far, all offers have fallen short of that goal.

One might think that someone who has as much passion for British vehicles as our collector would be a regular visitor to the island nation but that would be erroneous. To date, Björn has abstained from a visit to the home country of the prototypes for his models because of experiences with left-hand driving on a previous holiday visit to Haiti.

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Cult lorry from Tekno in 1:50

Ford Transcontinental

by Hans Witte

The Transcontinental, with its high-up driver's cabin, was impressive to see. Ford also put the cabin on a high chassis to provide enough room for the large Cummins engine. With this feature, the Ford lorry looked down on all others at that time. The cabin was even purchased by Berliet (later Renault) for their own vehicles.

The chassis came from the US Ford Louisville. The lorry had a 9 or 13-gear Fuller Gear Box and a Rockwell rear axle. A proven concept, one would think, however, the sum of the selected components led to a higher tare weight than the competition. The 14-liter Cummins Engines were 10 to 15 percent thirstier than comparable European models. Additional complications were that the establishment of a dealers' network did not go smoothly and not every commercial Ford vehicle dealer had the necessary product knowledge, and marketing experience nor had the ability to maintain the heavy Ford Transcontinental. Additionally, the Ford had some quirky technical features that impacted the sales figures. One example was the extraordinary electric system with double running cables, one Positive and one Negative, while all other producers used the chassis as the ground. This two-cable system regularly led to malfunctions.

The comprehensive Transcontinental program comprised tractor

Ford released the completely newly developed Transcontinental to the market in 1975. This series of heavy-duty lorries was designed to compete with the products of established European makers. The concept on its own was good and well thought out, but, because of several reasons, the Ford never reached the hoped-for success. Perhaps the newly-released Tekno model might just manage to achieve success instead ...

lorries and regular lorries in 4x2, 6x2, and 6x4 with left or right-hand steering. The Cummings engine was available with 240, 273, 308, and 340 hp options.

The cabin was modern, comfortable, and equipped with spacious, curtained bunk beds. As an extra, black-out panels for the side and rear windows to improve the insulation were available. Later on, it was even possible to order a cabin with closed-in rear windows.

In 1978, the Ford got an update to the MK2 (Mark 2) version, recognizable on the exterior by the small, oval Ford logo on the black radiator grille; the large Ford letters at the front had disappeared. The silver trim strip at the doors was lettered with 'Transcontinental' and four different

sets of numbers from 4424 to 4434, whereby 44 represented the pulling power for which the Ford was designed. The two last numbers related to the engine performance of 240, 274, 320, or 352 hp. The specifications of the MK2 were mostly identical to the MK1. The tandem 6x2 chassis was now available with optional air suspension.

But even the MK2 was not able to improve the sales figures and production was halted in 1984. During the nine years of production, almost 9,000 units were made, a far cry from the forecast annual number of 7,000. Despite all this, the Ford left an indistinguishable impression in the world of transport, and looking back, it is considered an icon among commercial lorries.

The model from Tekno

The whole model was completely newly developed; the 4x2 tractor lorry has its own new chassis, there is already a 6x2 variant and there will be a regular lorry as well. The cabin can be purchased in several variations in addition to the MK1 and MK2 versions. There are cabins with open or closed windows in the sleeping compartment, and there is a Ford available with right-hand drive for the British market. A number of accessories are available such as two different sun visors, several different mirror configurations, single exhaust pipes (also for the British market), a front bumper spoiler with additional headlights as well as small and large fuel tanks. All these different parts make it possible for Tekno to produce the Transcontinental in a variety of configurations and as close as possible to the prototype. The excellent concept has been well thought out.

At the beginning of this year, the version of the mighty 6x2 tractor and semi-trailer combination for Lewiszong, the original of which was renovated a few years ago and is in top condition, was chosen as the first model. Unfortunately, and incorrectly, as with the model of the DAF 2800, the chassis of the Scania 6x2 was used. This kind of standardization because of economic reasons is understandable and Tekno is not the only one doing this, but such a universal solution impacts the otherwise prototypical models considerably. Encouragingly,

the most commonly used two-axle tractor lorry version got its own chassis as one can see on the model of 'Anhalt / Polar Express'.

The detailing and construction of the Transcontinental is of high quality. When viewing the chassis, one sees the typical battery box with the four air tanks below it on the left side; these were standard on every Ford. To make room for the spare tire, the fourth tank was placed lengthwise behind the others which was also correctly replicated on the model. On the right side of the chassis is the large diesel fuel tank. When the driver's cabin is tilted forward, the nicely detailed Cummins engine with the typical setup of compressor, fuel pumps, and filters at the left of the gear stick is visible. On the right side, we see the large turbocharger with the attached air intake manifold and the air filter which was placed just behind the front bumper. The large round housing of the cooling fan is very conspicuous. In practice, it showed that the cooling of the Fords was exemplary as proven on Near East transports where no problems were reported.

The details on the cabin are excellent. All panels, profiles, and gaps are sharp. The window wipers are delicate. In addition to the standard equipment, the Ford from Anhalt has some extra parts such as the lightbox and air horns. The high degree of detailing continues in the cabin interior. It has the correct dashboard and is augmented by the door and roof

cladding and the typical shape of the upholstery. Even the seats are exactly as in the Ford (and Berliet).

Good news too for model builders because now an affordable kit of the 4x2 tractor lorry is available. Additionally, parts, accessories, and spares can be purchased individually on the Tekno Website thus the model builder can make their Transconti exactly the way they want. This also goes for the 6x2, however, with the known Scania chassis. In addition, an online version of the kit construction booklet is available, also in English.

As with the finished models for collectors, there will be additional versions in kit form in the future. When looking at the models of the Ford and especially at the version introduced on these pages, the Transcontinental can be said to be one of the best models in Tekno's Klassiker-Serie (Classics series). Maybe even the very best!

The Transconti from Anhalt is one of fifty fully-restored lorries in the collection of Hans Anhalt. The former reefer semi-trailer was rebuilt as a live-in trailer so the tractor-semi-trailer combination can be exhibited at truck shows. Sadly, the semi-trailer is not a scale copy of the real one from Kögel rather the existing Dutch one from Pacton. The original differs mainly with the (steerable) 20-ton splay tandem axle. It is understandable that the decision was made to use this trailer because of cost reasons.

Heavy-weight from First Gear in 1:50

Komatsu D475A-8

by Daniel Wietlisbach

With the D575A no longer being produced, the D475A-8 is now the flagship at Komatsu. With a working weight of 112.62 tons, it competes with the Cat D11. On the exterior of the current Version 8, the first things to catch the eye are the running boards with their elaborate safety railings around the cabin. There is also a set of stairs on the right-hand side which provide a safe ascent for the person operating the unit. Produced in-house, the 697-kW produced by the 12-cylinder engine (948 hp) is as impressive as its working weight. Equipped with the Semi-U blade the volume that can be moved is 27.2 m³; with the U-blade, it is 34.4 m³.

Of course, there have been models of this impressive machine. Right at the beginning there was Shinsei which released three different colour variations. It had some very nicely made metal crawler tracks, for its time. Later on, First Gear followed with the D475A-5EO which has now been replaced with the completely new Version 8.

The model arrives seated between two Styropor half clamshells and is wired in place at the bottom. The outer cardboard box has a plastic window through which to view the model, which is hefty because the main component parts are made of metal. All measurements have been transposed correctly to scale and functionality leaves nothing to desire.

Currently, the Komatsu D475A-8 is the largest bulldozer in the program of this Japanese maker. An overdue, up-to-date model of the 100-ton machine has now been released by First Gear ...

The two crawler drives are excellent replicas of the original and are correctly connected to the main frame. The front part oscillates and the drive frames are first-class detailed engravings. The sprocket wheel has been exactly modeled and the guide wheel is not just a disc but is even softly sprung so that the metal single grouser plate crawler tracks turn very easily. It is possible to push the model on not-too-slippery surfaces. Squeaking noises included! The oscillating bottom rollers are suspended in pairs; this specialty of the producer is known from earlier years. The support rollers also turn. The two-part grouser shoes show all the screws and round out the completely prototypical look in the area of rollers and crawler tracks.

The massive engine room and the platform with the tank comprise several metal castings. The well-executed shaping of the whole is convincingly done and it has correctly engraved gaps, door locks, and hinges as well as bolt and screw heads. The air intake slots on the sides are only recognizable upon close inspection, just like on the original. All

separately attached parts are made from robust plastic material. In addition to the stair treads with non-slip surfaces, handholds, exhausts, and air intake, there are also front work lights. The very finely detailed front radiator grille is separately attached.

The area around the cabin has been exceptionally nicely replicated with all the openings and lines of the original copied. Here, the superb pierced running boards can be seen. The plastic safety railings are slightly over-dimensioned. The cabin is made up of several plastic castings separated by colour but the roll-over protection bar is metal. The grey area with the windows that are made from a single clear part is very cleverly done. This area has details such as cabin doors, handholds, hinges, door stopper, window wipers, and even hand railings, all in one casting! Thanks to the precision colour application and printed-on details, this area looks first-class. The windows are perfectly and snugly inserted and thus give the interior set-up the necessary room. The interior looks very generous and detailed but the logos on the chair armrests, and the printed-on dashboard instrumentation have been omitted. There are

some work spotlights on the roof and some antennae made from a break-proof rubber material. The mighty U-blade suits the model very well and makes it look even more massive. It is constructed from several prototypical cast metal parts including a completely pierced overflow fence. The blade is hinged in such a way that all the movements of the original can be replicated and there is even a limited tilt function. The push frame arms are finely engraved, and the little steps

are even pierced. The hydraulic cylinders are very convincingly done and have the appropriate hookups, and the screw heads can easily be made out. The cylinders of the rear ripping attachment are perhaps a little simpler but also have all the supply lines and details. The frame, ripping suspension, and the ripper itself are all metal and exactly engraved. In theory, the depth of the ripping tooth could be adjusted, however, it is fixed in place with a pin.

Details are easy to see because the paint has been cleanly applied and is not too thick. The colour separations are crisp and clear. As is customary with Komatsu, the lettering is sharp and easy to read. No warning labels have been applied because they differ from country to country and Komatsu wants to offer models for the whole world.

Diaphragm wall cutter from NZG in 1:50

Liebherr HS 8130.1

by Carsten Bengs

The 116 t machine has a lifting capacity of 130 t as a crane. The model of the Liebherr HS 8130.1 hydraulic rope excavator from NZG is very detailed and comes in the basic package with the well-known diaphragm wall grab, the drag bucket and a new free-fall weight for dynamic soil compaction. All dimensions are correctly implemented, such as the undercarriage width of 109 mm or 5460 mm for the real excavator. The length of the extendable undercarriage is 134 mm or 6740 mm in reality. The detailed instructions guide through the assembly. The basic machine is pre-assembled with undercarriage and basic boom. The handrails and walkways are also already attached; they can remain on the machine during transport. The crawler tracks are extendable and

At the world's largest construction machinery fair a year ago, Liebherr presented not only new equipment, but also many new collector's models. From NZG comes the HS 8130.1 rope excavator with a wide range of accessories ...

provide excellent stability during work while allowing a smaller width for transport. The Liebherr lettering is faithfully reproduced in raised letters on the sprockets. The tracks consist of individual links with dual grouser track shoes and are easy to turn thanks to the gently spring-actuated idler. Both running and support rollers are designed to move correctly. Two stairs must be attached to the back of the walkways, they would provide access to the upper structure.

Two additional counterweight elements can be attached to the sides of

the crawler frames. Small connecting hooks hold these elements, whose weight of 3.5 t is printed on them. The four supports between the track chains are required for self-assembly. The basic machine can be transported on a trailer without crawler frames and can lift itself off the trailer and then pick up the crawler frames for assembly. However, a hydraulic cylinder optional on the original for self-assembly was not reproduced on the model.

A 768 hp Liebherr diesel engine would provide sufficient engine out-

put for all operations. Exhausts, air filters and even hydraulic hoses are nicely reproduced on the body. Access ladders and safety railings on both sides allow safe access to the deck, for example for maintenance work. All the walkways are lined with filigree perforated plates.

The tilting cabin is also authentically represented with seat, controls and walkways. Windscreen wipers at the front as well as work lights and a mirror complete the details. The upper window is even equipped with a protective grille which unfortunately is not broken through.

The winch locks are hidden behind small doors and can be operated with the enclosed key, which of course looks much better than holes in the body. Due to the space available, however, the winches are not operated directly but via gears, so care should be taken when making adjustments.

The ballast consists of various elements with red warning signs on the back. The base plate has a weight of 12 t, the second plate weighs 6.3 t. Another four 2.6 t plates are provided for each side, resulting in a total of 39 t of ballast.

The boom consists of an articulated section, one 3 m and one 6 m lattice mast segment each and the head section, giving a total length of 23 m. The boom segments and sideways superlifts are assembled using the familiar bolt and nut system. The walkways are represented on all segments by perforated plates and look authentic and valuable. The rollers in the boom head are assembled according to the configuration and fastened with a screw.

The model of the HS 8130.1 is delivered with the drag bucket equipment, which is already known from

the HS 8100. The original cable excavator is designed for drag buckets with a capacity of 1.5 to 5.7 cubic metres. The enclosed fairlead has to be mounted to the basic machine with small bolts, it would guide the towing rope in reality. NZG has even implemented the eye-catching rope sheave and guide on the boom head, which ensure that the rope does not jump out of the sheave.

A further and newly developed attachment is a free-fall weight for dynamic soil compaction, such as is used to improve the bearing capacity of the subsoil on large construction sites. For this purpose, the weight is pulled up to the boom head, and after releasing the brake of the free-fall winch, it falls freely downwards and compacts the soil on impact. There is no information about the weight of the model, but the capacity of the real crane is 33 t with a reach of 8 m. True to the original, the model's compaction weight has lifting chains.

The third attachment that comes with the HS 8130.1 is the well-known K810HD diaphragm wall grab from the German manufacturer Stein. The dimensions have been correctly implemented, with its 68 mm (in reality 3400 mm) long and 16 mm wide (in reality 800 mm) grab shells it would weigh an impressive 20 tonnes. The diaphragm wall grab is a filigree full metal construction.

Diaphragm wall cutter

In order to be able to build up the model in a further variant and perhaps even more interesting, there is the elaborately produced accessory set with diaphragm wall cutter and hose system. No type is indicated on the box, but it is the LSC 8-18L from our own company. The real machi-

ne would weigh an impressive 190 t with this attachment.

The hose reel system consists of two reels whose brackets are attached to the upper structure via the familiar bolts. From the left reel, the hydraulic and control lines are routed to the tiller via the new reel head included in the set. The hose on the right-hand roller carries the excavated material together with the supporting liquid (bentonite) to the sand removal system. The rubber material used by NZG for the two pipes looks very authentic and is easily bendable.

The massive diaphragm wall cutter is made of metal and also has many nice details. The cutter has 30 mm wide cutting wheels, which allow 1500 mm thick diaphragm walls in the original, the cutter width is 3.2 m. In this configuration, the cutter has an impressive empty weight of 39 t and is also very heavy as a model. The hose lengths allow milling depths of 120 m maximum. The two wheel saw blades each consist of four discs with chisels, true to the original.

The two hydraulic motors are clearly visible in the main frame and are connected with small hydraulic hoses. Mounted in the middle you can see the mud pump, which is also connected with small hoses.

The rotating device of the milling unit and the upper and lower control flaps are also clearly visible. In the real machine, the turning device allows the cutter to be turned steplessly to reach the desired working positions. The steering flaps allow correction of the cutting direction within the diaphragm wall.

With the Liebherr HS 8130.1 cable excavator NZG presents a great model, details and functionality are also impressive with the additional diaphragm wall cutter.




Are you familiar with this one? Recognize this construction machine and win a model ...!

by Remo Stoll

It is not a real 'Old Iron' yet, but for its size of over 100 tons and its age of about 25 years, this excavator represents an impressive performance record. Most of the excavators of this size are used intensively which leads to early retirement and replacement. Still in its original paint, this example still performs its work in a quarry today.

Recognize the machine? Please send us its exact designation by the deadline of December 10th, 2023. We will hold a draw to select the winners if there are several correct submissions. Please note that only entries with complete mailing address information can be considered so that we can mail out the models to the winners correctly.

This time the winners will receive a prize chosen from the following models: the Wirtgen SP 64i from NZG, the Cat 982 XE von Diecast Masters, and the International KB-8 Old-timer Lorry von SpecCast. 



The solution from Trucks & Construction 5-2023



The solution from Laster & Bagger (Truck and Construction) 5-2023: A draw was held

and the winners are: Moritz Wackerbauer (D) who won the Caterpillar 972 XE by Diecast Masters, Nadine Lücke Hannes (D) winner of the Sennebogen 824G from Conrad, and Marc Maly (D) who won the brand-new Weycor AR420 by NZG.

Our heartfelt congratulations to all the winners!

New Sennebogen from Conrad in 1:50

830E Demolition

by Daniel Wietlisbach

Announced in this magazine only a short time ago and already released. The Sennebogen 830E landed on the editorial desk for a review ...

Sennebogen offers three different models in its line-up of demolition excavators. The 830E, with a working weight of 48 tons stands right in the middle. In the standard configuration, with a rigidly mounted, two-part boom, it reaches a working height of 17.0 m, and with the optional three-part demolition boom, even 23.0 m. With these features, according to Sennebogen, it is suited not only for inner-city construction sites with limited space but also for demolition projects with great heights. The built-in Cummins B6.7 FR95885 engine produces 168 kW and fulfills the exhaust control requirements of step V. As an option, the self-loading system for the approximately 10 t counterweight ballast is also available. The MaxCab cabin lifts up and can be tilted to a maximum of 30°.

The model from Conrad arrives as a set in a compact box well protected by foam inserts. The exquisite, true-to-scale model is very heavy. Only a few parts of the upper chassis of the model of the 830E mobile material handler were suitable for use thus one can speak of a completely newly tooled model.

The lower chassis telescopes out like the original and the width is correct in transport as well as work positions. The lower chassis frame with the full-size roller protection

apron is retained as on the prototype; it is plain and simple, and augmented by individually attached steps. The sprockets are exactly engraved and the crawler tracks with the triple grouser track shoes turn easily. The solution to the springing of the idler rollers is a bit problematic. Made from plastic, it does not stand up to a large amount of pressure. Both on our sample were broken and it is unclear if that happened during the assembly of the unit or during the constant pressure on it.

The upper chassis is made up of several white metal castings and the shapes of the original are well replicated. It is great that the optional self-assembly system was also modeled. The rear ballast weight is secured with two pins but can also be taken off and can be transported correctly. The gap between the ballast and upper chassis is prototypically correct, only the standard ballast fits flush.

The height-adjustable MaxCab is also new and functional. The cabin is known from earlier models. The interior is a two-tone grey and the window seals are printed on. Unfortunately, the window wipers are also printed on, however, they

are partially obscured by the cab guard. The attached equipment is well made and is convincing with its functionality and detailing. Boom and jib are made from a U-shape profile on the right and a straight piece on the outside at the left which results in a nice finished look. The shape has been exactly replicated and the fitting accuracy of drilled holes and pins is excellent for the assembly of the boom and the wrecking scissors attachment. The hydraulic lines are very nicely done with a great transition between the rubber and plastic lines; the hydraulic cylinders are correctly connected. The hollow rivets at the joints are very discrete and the equipment reaches the maximum working height as well as the minimum stowing position. A stowing block is included and so is the red transport safety flag.

The demolition scissors are a good copy of the original and have moveable parts. The cylinders are rigid but the two scissor blades at the joint move sideways. The paint is a good match and has been applied cleanly so that it does not hide the air intake grilles on the right-hand side and there are small yellow warning and instruction labels.

Material Handler from DM in 1:50

Cat MH 3040

by Daniel Wietlisbach

The MH 3040 is the second-largest Wheel Material Handler in the CAT production program and has a working weight of 37.18 to 38.56 t, depending upon the equipment. As usual, the excavator can be ordered in a variety of configurations. There is a choice of three boom lengths measuring 9.9, 9.3, or 7.1 m, as well as two jibs with lengths of 5.7 and 7.4 m. Yet another equipment option is specially designed for the handling of logs. In addition to air-filled tires, solid long-lasting rubber tires remain popular for material-handling machines and are another option. The unit is powered by a C7.1 six-cylinder engine that produces 152 kW (240 hp) and which is made in-house.

The 1:50 excavator arrives in the current packaging and can be taken out and put directly into the display cabinet without any additional work. If you want, driver Bob can be seated at his workplace through the open cabin door. The pleasant hefty weight of the unit is immediately noticeable because all main components are made from white metal castings. The model was made correctly to scale and the movable parts reach almost all maximum working positions the only exception being when in transport mode because the boom does not fold all the way. In order to do this, the two hydraulic cylinders would

Not really new but still of interest and quite nicely done, is a good description of the Cat MH3040 Wheel Material Handler from Diecast Masters ...

have to be lengthened and therefore be out of scale.

The first notable things to see on the undercarriage are the solid rubber tires which fit flush on the nicely engraved tire rims with wheel hubs. The front wheels are steerable and the prop shaft, as far as it is visible from the side, has been replicated. Of course, the four supports function prototypically, and the cylinder protection was also modeled. The side ladders are plastic.

The shape and proportions of the upper chassis have been successfully transposed to scale. Many of the details are already included in the castings and others have been separately applied and compliment this area. The handholds and safety railings all made from soldered brass wire are simultaneously rugged and fine. The engine compartment opens to view the engine, the doors close flush and exactly, and the recessed hinges are well hidden. All air intake grilles are sharp, printed-on details. The kinematic for lifting the cabin functions faultlessly while still being very dainty. The cabin looks convincingly like the real thing and shines because of its ex-

actly inserted glassing and the very finely pierced protective cab grilles made from plastic. Four single rear-view mirrors provide optimal vision for the operator. When viewed through the open cabin door, the interior can be inspected. It is very detailed and finished in several colours, and the Cat logo is included.

Diecast Masters has given the model the 9.3 m boom with the 7.1 m stick both made with U profiles that have been closed with an additional flat profile. The hydraulic lines are partially incorporated into the boom and jib castings, something that does not conform to today's production standards. However, they are made from black rubber in the places that call for flexibility and are correctly modeled, including the needed hook-ups, and run all the way to the cylinders. Work spotlights are simulated. The rigidly attached scrap grapppler is moveable and made from finely engraved metal parts.

As always, the paint job is faultless, covers well, and is not too thickly applied. The lettering is sharp, very detailed, and fully legible.

Tractor / Scraper Team from SpecCast in 1:50

MTS 3630 with 33-38XL

by Daniel Wietlisbach

At the turn of the century, the owner of MTS (Mobile Track Solutions) developed his own trailer-scrapers under the brand name 'E-Ject'. The program was taken over in 2008 by Caterpillar which ceased production later. A year later, MTS began the development of heavy-duty tractors for scrapers using Cat components for engines, gears, and drive trains.

The combination of tractor and towed scraper is aimed at companies who offer scraper services but would also like to use their tractors for other work. The quick-connect and disconnecting coupling of the unit is a great advantage. The MTS products are known predominantly in the US where they are distributed by Cat dealers. The MTS 3630 Switchback was specially designed for the construction industry and so differs from the usual farm tractors. The built-in Cat C18 engine produces an impressive 630 hp and fulfills the exhaust regulations of Tier IV. The Towed Scrapers are also made with Cat components and can be pulled by tractors or articulated dumpers. Instead of the bin on the dumper, there is a coupling for the kingpin. The Towed Scraper MTS 33-38XL has a capacity of about 30 m³ (38 yd³).

The models from SpecCast

Like the originals, the models are offered separately and are packaged

Today's look over the garden fence leads us to the US where even the most modern generations of Scraper Trailers are pulled by strong tractors ...

in their individual boxes between two clear vacuum-formed plastic half-clam shells. The tractor as well as the Towed Scraper have been made correctly to scale and with their 400 mm length make up a respectable-looking team in 1:50.

The tractor feels pleasantly heavy because the main components are made from metal. The base plates of the front and rear chassis have the drive train and the axle housing modeled as raised details. The wheels are very nicely done, the plastic rims look good and are as deep as the prototype, and the rubber tires have a great-looking profile. The shape of the engine hood is nicely replicated; this metal casting also contains the finely engraved radiator grille. Air intake slots are hinted at and partially picked out in black.

The generously proportioned platform around the cabin has been well detailed. On the left side are a set of yellow stairs, the air filter, the air intake manifold as well as the exhaust. The safety railings made from rigid plastic are a bit over-dimensioned. The totally glazed-in cabin allows a clear view of the interior with its exactly replicated, multi-coloured equipment. The cabin has space for a driver and co-driver. The pedals

are visible on the surface of the anti-skid floor. The windows are inconspicuous and snugly inserted from the outside. Window wipers are modeled as a raised detail and picked out in black. Rear-view mirror and an all-encompassing handrail as well as a work spotlight are separately attached. The half-round running board behind the cabin is pierced.

The articulated steering functions correctly using two hydraulic cylinders which provide an acceptable turning radius. Neither the drive shaft nor any supply lines are present on the model, but there are some yellow steps and handholds. The rear part of the chassis is made completely from metal augmented by some plastic mudflaps. In addition to the coupling for the scraper, a rudimentary trailer hook loop was modeled.

The Towed Scraper 33-38XL runs on two well-replicated wheels and feels pleasantly heavy. It is a shame though that the insides of the rims have not been modeled and the usually visible re-enforcement ribs have been omitted. The shapes of the mostly cast metal parts were well done. Two hydraulic cylinders, one on each side, allow the lifting of the Scraper bucket and the opening of the apron. Particularly on a

rather plain model such as this, replicated supply lines are important and would improve the look of the model and also hide the unsightly gap at the gooseneck. However, this

oversight offers an opportunity for improvements by the model builder. The bucket, apron, and expeller are nicely done and the latter even has a pierced overflow protection

fence which, unfortunately, does not move. The applied paint and lettering are very well done, all separation lines are sharp and there is no bleeding of the paints.

Two MAN lorries from Conrad

Two for the construction site

by Daniel Wietlisbach

Both models can be termed 'workhorses' for the construction site. At first glance, the Bucher MaxPowa V 120, looks like a normal street sweeper, but when viewed at close range, one sees a powerful, heavy-duty, high-performance truck for heavy-duty use, as described in the sales brochure. The manufacturer means with this statement that the machine was developed to be used for civil engineering works and that is why it would be seen on construction sites. To power the sweeper unit, an ancillary JCB engine is used. It produces 129 kW and fulfills exhaust controls according to step V. The sweeper's bin has a 12 m³ capacity, the water tank holds 5,000 liters and the optional additional tank mounted between the sweeper bin and the cabin holds a further 1,700 liters. The carrying capacity of the three-axle vehicle is 10 t.

Conrad surprised us with two unexpected new items made from new tooling, the first, a MAN lorry with a sweeper body, and the second lorry with a new trailer for roll-off bins ...

Conrad, as the producer of models for Bucher, is well-known and the model of the MaxPowa V120 fits very nicely into the range of products offered by this maker of construction machinery. Since we have already introduced the new MAN cabins, we are going to limit ourselves to looking at the Sweeper which was built on a 6x2 chassis with MAN TGS 18.510. The model is very heavy because all main components are made of metal. The design shape has been very nicely replicated and fortunately, the aforementioned additional optional tank has also been included which makes the model even more impressive. As expected, the model has a high degree of functionality.

All cleaning components can be lowered or folded out and although the sweeper's bin can be tipped, the rear gate remains closed. The optional rear suction attachment was also modeled, and it can even be lowered. On the original, this attachment gives the sweeper improved pick-up capability.

The middle brush assembly, mounted crosswise, as well as the two on the sides turn and are just like the originals. They are designed for the machine to guide the dusty dirt towards the two suction openings where it would be sucked up to the bin. The support wheels for the suction hose openings designed for use on difficult ground surfaces are dummies.

The very noticeable suction hose at the rear, including its guide, is permanently attached. It was made from a rather hard rubber material and that on our sample resulted in a kink but this does not apply to the whole series.

When the sweeper bin is tipped, the red safety protection installation is engaged. True to the original, it is situated right beside the four-step chromed dumping cylinder. This allows work to be performed safely underneath the dumped-out container when working on the engine, for example. It is painted in silver and shows all the main components.

Trailer for the roll-off bin

Completely new tooling was created for the fire-red roll-off container. Even though no specific original is mentioned, our research has shown that it is probably a replica of a carrier from Hüffermann which belongs to the Schwarzmüller-Group. The elegantly formed chassis' lengthwise supports which are used to guide the container hint at its heritage. The trailer runs on standard tires and copies the humble origins of the original well. The slewing platform and both brake cylinders are made from plastic, as is the adjustable guide for

the roll-off rollers. Tires and mud flaps are correctly made of rubber. All other parts come from the white metal casting machine. On this model too, the high degree of functionality is very pleasant to see. The tractor lorry's hook assembly pushes the container onto the trailer where it clicks into its end position. A spare tire, a compressed air tank, under-run protection on both sides, and two yellow chokes complete the model. The tractor lorry here is a MAN TGX 26.520.

Both models are faultlessly painted and the type designation and logos applied are sharp and readable.

New medias

Calendars 2024

by Erich Urweider, self-published, 14 pages, each printed on 300 g/m² stock, format 42 x 30 cm, available from erich@urweider.com Tel +41 (0)62 897 17 19

The year that is drawing to a close, our author once again, Erich Urweider was frequently on the road with his camera. He followed heavy transports and visited old-timer meetings. From thousands of his photographs, he was able to create two exclusive calendars. The pictures of the veterans are very tastefully staged in front of suitable backdrops, are varied, and

show vehicles internationally. The heavy-transport photos show mostly Swiss vehicles on appropriate sections of the road, and some of the pictures are night shots. (dw)

Jahrbuch 2024 Baumaschinen

several authors, published by Podszun Verlag, format 24 x 17 cm, 144 pages, 280 illustrations, softcover, ISBN 978-3-7516-1098-8

The 24th edition of the Construction Machinery Yearbook has now been published. As formerly in 2023, Wilhelm Weissbe-

cker presents us with a construction company from the Munich area, Johann Ettengruber GmbH. Their history, museum, building material recycling, machinery, and current construction sites are described. For all those who were not at the Conexpo in March, Ulf Böge has written a richly illustrated trade fair report of North America's largest construction machinery trade fair. Who is not familiar with the yellow compact wheel loaders from Kramer? Ulf Böge explains the almost 100-year history of the traditional company from southern Germany. Alfred Meyer writes about an unusual excavator con-

cept from Norway: Brøyt and Böla make excavators without undercarriage drive. (up)

Jahrbuch 2024 Lastwagen

by Bernd Regenberg, published by Podszun Verlag, format 24 x 17 cm, 144 pages, 280 pictures, softcover, ISBN 978-3-7516-1095-7

The time for yearbooks has come again and this is the 27th edition on the subject of trucks by Bernd Regenberg. Seven stories are presented to us. The introduction is with the Grosseinkauf-Gesellschaft

Translation of page 32

Konsum (GEG-Konsum-Wholesale Society Co-operative). We continue with Friedrich Radermacher, who owns an old Kaelble tractor and tells stories from his time as a driver and haulage contractor. The history of the Lutherwerke in Braunschweig, which was founded in 1846 but did not switch to vehicle construction until around 100 years later, is also introduced. The Faun 66 Generation was used by the US military in various areas of Germany in the 1960s. From horse trader to freight forwarder, this is the story of Waldas Weilheim. (yu)

Tom's driving log

by Tom Blase

Finding work for idle hands – or

A boy in search of a job

Once in a while, younger colleagues address me as 'Mister' and it hits me like a ton of bricks. When was that turning point when the 'boy' turned into one of the old guys in the yard?

Thirty years ago, drivers just starting out were not in high demand. One had to ask repeatedly and knock on many doors. At the time, during my alternative, non-military service, I often gazed at the Frankenbach/Mainz fleet vehicles on the road. Driving container loads in one of these fancy blue tractor lorries was my dream and after the end of my 'Civvy Time,' I was going to pursue my dream. My father spoke to a buddy of his who was a long-time driver in that company and he replied that certainly, Junior could drive with him for a week after which, the Old Man was sure to employ him.

On a Saturday, we drove to the company so that I could introduce myself in person. It was a sobering

experience. The esteemed, grey-haired Ernst looked me over suspiciously and asked a few short questions all the while barking short orders to his drivers.

He said to my father, Werner, that I could start after the end of the Gulf War saying that with all the GIs in Iraq, the company had nothing to haul. This meant that somehow, I had to find an activity until the army returned to Europe, and with it, work.

On Saturdays, I studied the job offerings in the paper: Wanted - experienced driver, no beginners. It was frustrating until my father held the following ad under my nose: Shunting work for a driver in Mainz and surrounding area: will consider beginners. It didn't sound like a trip into the big wide world but I could handle it easily.

When I rang the doorbell on Monday at the address given to me, a

long-haired guy who was at the most five years older than I introduced himself as Torsten, the owner of the shop.

The conversation between us was very relaxed and I told them that I had no previous lorry driving experience, but it did not matter to him. "It's an old Mercedes 320, nothing special". He mentioned that someone else had applied, a retiree, but if I signed on the dotted line right then and there, the job would be mine. A bit shocked, but happy, I drove home. I liked the job and after the second (!) Gulf War, my father commented laughingly that old Ernst had probably forgotten me.

I have been with the company for over twenty-five years now and I hope that Frankenbacher does not find my application and call me because driving containers is the last thing I want to do."

Model update from NZG in 1:50

Liebherr 81K.1

by Carsten Bengs

Previously announced at the 2022 Bauma, the very convincing model has been available since the summer of 2023. NZG's replica is true-to-scale and fully functional. The company produced new cast parts to match the prototype. The measurements are exact copies of the original, for example, the support surface on the real crane is 4.5 x 4.5 m and 90 x 90 mm on the model. The huge support feet plates included with the model are super. The very first thing to notice is the lattice construction of the new upper chassis.

The upright tower model comes completely assembled in the package but it only takes removal of the little screws to put it into transport mode. When you want to do that, you need to take care that the two lugs for the ballast are between the tower and the ballast so that it will fold down.

The erecting winch that sets up the tower and also telescopes it is operated with a small screwdriver. The climbing feature of the original was not modeled.

Behind the erecting winch is the lifting winch; both have an ample supply of twist-free scale cable. The detailed replicas of the electric motors are easily made out. The good-looking control cabinet is picked out in Liebherr yellow and white.

The massive, heavy ballast attached at the rear of the upper chassis is a single casting and looks good

Regrettably, fast-erecting cranes in 1:50 scale remain a scarce commodity. Now, the 81K, available for about 10 years, has been given a substantial update as the .1 designation indicates ...

because the of hinted-at individual segments. Small lifting rings on the top-most segment and steps on each segment make the whole thing look authentic. The steps provide the ascent because, on the original, these pile up to a height of over five meters.

The Liebherr logo is visible at the rear of the ballast segments. The original is ballasted with 35 tons, and the maximum rear slewing radius is 3.5 m. On construction sites with limited room, if the prototype is ballasted with 40 tons, the slewing radius would be 2.75 m.

After ballasting comes the telescoping of the crane's tower. During this process, the boom goes up automatically. The last two sections, however, have to be carefully opened up by hand. Because of the high degree of friction on the model, it is recommended to guide the tower slowly by hand and spool up the erecting cable slowly without stressing in order to protect the winching mechanism. In this manner, overturning the key is avoided. The metal cable drums run easily.

All guying is prototypically correct. The rear boom support guying

wires are fashioned from a thin steel wire, and the remaining guying to the outrigger boom is made from white metal castings. The complete boom mechanics are very finely made, are fully functional, and give an excellent impression of the intricacy and complexity of the original's kinematic.

The guying can be stowed away for transport in a space-saving way. The winch for the boom trolley is hinted at and the one for the assembly of the boom is fully functional. The cable and winch key for the latter are included separately for use.

The trolley runs very easily along the whole length of the boom; it has a simulated transport holder. The load block and hook have also been authentically replicated with metal sheaves and twist-free scale cable. The maximum lifting capacity on the prototype is around 6.0 t.

The crane boom was given a massive re-design and now has the sheave rolls of the trolley cable. It is very nice that it is now possible to adjust the length of the boom. The last five segments can be removed by removing the last segment's small pins.

When not in use, they can be attached to the side of the lattice tower. The model can reach an impressive length of 98 cm, or 48 m on the prototype.

The 81K.1 comes with a high-speed axle for quick transfer to the next construction site. The twin rear axle is bolted to the upper chassis allowing the original a traveling speed of up to 80 km/h. The front axle is attached to the lower chassis so, on the prototype, small corrections of

the supports during erection can be made. The axles have simulated lighting as well as warning beacons. The prototype would weigh 26 t.

Also, the control locations are completely newly designed. The operator's cabin is no longer integrated into the tower but is attached to the side of it and held in place with a small magnet. Even the fine door handles are visible. On the original, the cabin would be attached by the crane itself. An additional con-

trol stand at the foot of the tower is reached by way of a small ladder.

The applied paint is faultless. Small warning labels printed on the ballast and really tiny printed-on Liebherr logos can be seen over all the model. NZG has given the model of the Liebherr 81K.1, including axles, and new operation control locations, a first-class overhaul. Functionality, look, and details are as always of the highest standards.

Roll-off bin dumper from Marge in 1:32

Volvo FH16

by Daniel Wietlisbach

Marge started by producing the Mercedes-Benz Actros and since then the lorries from Iveco, Renault, Scania, and Volvo in a larger scale, and the many details have impressed collectors of models in 1:50. Of course, this scale is ideal for increasing the degree of functionality and expanding detailing even further because, the larger the model is, the more the little details matter. Thought about it in this way means that working in 1:32 is a challenge when compared to 1:50.

The Volvo FH16 arrives in a Styropor package and transparent half-clamshells. It is very heavy, a feature that any collector greatly appreciates. The exquisite model makes a solid impression. It was made true to scale and the wheel spacing of the 8x4 chassis adds up to 6.4 m on the pro-

This maker of agricultural models in 1:32 was looking for new markets for its products, and so a few years ago, it started to produce lorries.

The Volvo FH16 is new ...

totype. The pierced chassis is made completely of metal. The wheels are very nicely made with the rims sitting snugly in the tires, and their screws have real hexagonal heads. The tires have the original's profile and the front and rear axles are steerable. The turning radius is satisfactory, and the solidly mounted steerable wheels do not lean in. The driveshaft has been modeled completely. The wheel suspensions are just as solidly screwed to the basic frame as all other attached components. On the right side are the fuel and AdBlue tanks as well as the exhaust scrubber; on the left side are the battery boxes,

compressed air tanks, and a storage locker. Additionally, there is an open storage shelf for the load-securing material on each side.

There is a drive-under protection fence at the rear, which, true to the original, can be adjusted in length using a scissor kinematic, depending on the bin loaded.

Below the tilting cabin is the multi-coloured replica of the Volvo six-cylinder engine. This currently most powerful version for the lorry has 750 hp but a few additional supply lines would help to make it even better. The high Globetrotter XL cabin is a real jewel in both shape and fi-

nish. Everything was thought of, and transposing it into model form was very successful. All headlights, position lights, and even the side reflector lights are made from plastic lenses behind which reflectors can be seen. The radiator grille has been modeled in a very comprehensive manner. It comprises several parts and the actual grilles are represented by five, silver photo-etched parts. The small logo and the lettering 'FH16' and '750' have been separately attached which is impressive. The windows fit very flush and have rubber molds printed on them. Wind deflector, sun visor, very fine antennae from break-free rubber, window wipers, and re-

ar-view mirror complete the external detailing of the cabin.

The solid doors close very snugly; however, they should not be opened by pulling on the mirrors but rather by holding on to the lower footstep securely. The interior is finished throughout in three colours, and some of the dashboard instruments have printed-on faces. It is also worthwhile to look at the cabin ceiling because there are further stowing shelves and appliances that are designed to give the driver the highest degree of comfort.

The Meiller roll-off tipping frame was exactly modeled. Not just 'any' product was chosen, but a specific

prototype was selected. The Meiller RS26 is designed for large bins and loads and has been replicated in model form in a detailed and functioning manner. The guide rollers at the rear turn, and the bin-locking mechanism is functional.

The huge 40 m³ roll-off bin has an opening door and pivoting rollers. It is available in either blue or red, and, for those who need a bit smaller size, there are also 15 m³ bins in red blue, and green available.

The paint is faultless and the lorry comes with a choice of a white, red, or charcoal-grey cabin. The printed-on lettering is very convincing, especially on the parts of the Meiller bin.

16 years in production

Menck M 90

by Ulf Böge

The impact of the Second World War still overshadowed the people in Germany and the currency reform which was supposed to kickstart the economy was only a few years old. Nevertheless, the Hamburger excavator factory Menck & Hambrock slowly began to ramp up its production. With the LK 46 R small crawler excavator, the production of civic equipment finally began in factory halls that had been almost 65% destroyed. The machine was designed mainly for the harvesting of turf for heating to ensure the supply of heating fuel for the winter. The complete-

The popular mid-class excavator from Hamburg-Altona reached an impressive production number of 670 built units. NZG has commemorated this machine in two versions ...

ly newly designed 55 t excavator M 150 that superseded the pre-war type Mb soon followed and quickly became a sales hit. At the same time, the pace of the construction industry quickened considerably due to the Wirtschaftswunder (economic post-war miracle). The continued mechanization of the industry demanded further types of

excavators on which design work and production progressed apace.

At the beginning of the 50s, the excavator production program of Menck & Hambrock comprised the M 75, M 150, and M 250. Marketed as universal excavators, these machines took care of the majority of the demand for the once innovative 'trackless excavation'

method and gained more and more acceptance. No longer did excavators run on tracks at construction sites, nor was excavated soil removed by narrow-gauge skips. Construction machines and transport off-site became more and more mobile and flexible. Dumpers and large tipping lorries were used as well as bucket loaders. This was the case not only for construction sites but also for quarries and mines. For 50 years Menck & Hambrock had been a pioneer in cable-operated excavators. They were able to stay competitive and stand out among their many competitors because of their high quality and especially because their ‘Kleinhebeleien’ (Small Levers) were very much appreciated by many users; these made working on the machines more comfortable. Excavators of all sizes were required to keep up with the expansion of the industry.

Progressive excavators

In 1954, the excavator crawler M 60 with its highly modern and attractive design and bucket capacity of 0.6 m³ was the start of a new construction series that included the M 90 single-engine universal excavator which was supposed to replace the M 75. With a total working weight of around 27 t and an engine that initially produced 100 hp, this new excavator fulfilled all the demands of the construction industry. Bucket capacities from 0.5 to 1.25 m³ made it a really attractive mid-class excavator.

By 1970, a total of 670 units with lattice boom, backhoe, or front scoop had been delivered. The machine also had attachment options for the M 90 with which to create a

special bulldozer, a compactor, or a scraper version. It was also supposed to be available as a crane for building construction but this never really caught on. However, the pile driver attachment which made the M 90 even more versatile for many construction companies, was more successful. Menck-Diesel engines operated the machine used for the pile driving head whose quality was unsurpassed; it had withstood the trials of time over decades.

The Menck M 90 had a total of three winches: two at the front for the lifting and lowering drums and the third at the rear for the quick adjustment of the lattice boom, or for the backhoe bucket attachment. The rear winch used the cable in the drum for dumping and emptying the backhoe bucket at any desired location. These operations made the M 90 even more agile and ready for a wide range of work challenges. Additionally, the backhoe bucket could be adjusted in two settings so that the machine could dig down to 6.4 m.

Should the excavator be equipped with either a dragline bucket or a clamshell bucket, the same boom elements with lengths between 9.25 and 21.25 m could be used. However, when being used in dragline bucket mode, the basic boom had two sheaves to guide the cable. Different sizes of dragline buckets allowed distances of up to 17.0 m to be reached and a maximum digging depth of 6.2 m achieved, when sitting on a 1:1.5 embankment. As with many Menck excavators, the becalming weight for the clamshell bucket was attached at the right-hand side of the upper chassis. Following all the regulations ensured that the

back-and-forth swinging of the excavating bucket remained controllable. For especially hard work conditions, heavier booms were available for the Menck M 90. It was also possible to operate the unit with electricity when used in below-ground mining.

Successor

The M 92 LC, a worthy successor for the well-loved universal excavator from Altona, was to be unveiled at the Hanover Fair in the spring of 1969, and then immediately released in two versions. The M 92 SC was a backhoe and the M 92 was planned as a drag-line, clam-shell, or crane variant. The modern excavator had air-assisted steering, was sound-proofed, and ran on a tractor chassis, but it did not achieve the success of its predecessor. Pressure from its hydraulic excavator competitors increased substantially. Their products were in high demand because more and more construction companies decided against cable-operated machines for conventional earth excavation. As the great-grandchild of its successful predecessor, the M 92 LC remained on the program of the factory which by then had moved to a location outside of Hamburg where it remained until the end of production in 1978. Sadly, after that, the era of the Menck excavators came to an end.

Alterations to Hydrema 912 FS

On crawler tracks

by Urs Peyer

Located in Støvering, the Danish construction machine producer Hydrema builds articulated dumpers, hydraulic excavators, and excavator loaders. The two-axle articulated dumper 912 with a payload of 10 t is currently available in three versions: the G, the GS, and the HM. The Standard Version (G) has rigidly mounted axles while the GS and HM versions have electro-hydraulically sprung front axles. The HM version can be ordered with larger tires that reduce the pressure on the soil. If the pressure is still too high, even more traction is demanded. In such a situation, four sets of crawler drives can be attached. A 180° swiveling dumping bin is also available as an option. The first-class, detailed model of the 912F from the house of IMC reached the market in 2019. The crawler drives for the conversion come from the model of the Ertl John Deere 764 High-speed Dozer. The idea for the conversion and the necessary milled parts were developed by Refo-Tech.

Dismantling

Only the tires, including the rims, and the two axle rods must be removed from the Hydrema. The rims and tires can be removed easily by turning opposite tires simultaneously and pulling them outwards.

It takes a little bit more work on

Urs Peyer is never at a loss over how to expand the variety of models. Sometimes it takes only a small change which even beginners can accomplish ...

the dozer. The upper drive wheels are only plugged in and the two drive units are connected with an axle. The first step is to loosen all the screws and dismantle the model as much as possible. Next, the two axles inside the model have to be cut in order to take the crawler drives and rubber tracks apart. The four axle parts' destination is the metal recycling bin.

Inside the model is a half-round, raised ridge containing the end of the push pin that holds the drive wheel. The raised part must be milled off until the pin can be pushed out. Because of the limited working space, the whole procedure is a bit of a struggle. Once the pin has been pushed out, we have no further use for the John Deere. Alternatively, the Delta drives could be taken from a farm tractor (Claas, John Deere, Case, or others).

Assembly

For the milled part, a 3.0 mm thick black plastic piece of sheet stock was used. For the front axle, the 4 x 5 mm opening can be pushed directly onto the Hydrema axle. The axle (fits a drilled hole of \varnothing 2.0 mm)

for the drive units is located 8.0 mm lower down and 2.0 mm further forward than the original axle center so that the drive does not grate on the fenders (picture 1).

On the rear axle, however, the 5.0 x 5.0 mm opening is only 1.5 mm deep and therefore needs to have an additional hole of \varnothing 2.0 mm and 1.5 mm deep drilled in the middle so that the milled parts can be pushed directly onto the Hydrema axle. The axle for the drive (drilled \varnothing 2.0 mm) is 8.0 mm lower when compared to the original center of the axle (picture 1). For those who do not have a 2D milling machine, this part can also be made from two pieces of 1.5 mm plastic sheet stock from which the shape is cut then the two pieces are glued together.

A nub measuring 1.5 x 1.5 mm on the inside of the tube on the drive that receives the 2.0 mm axle must be milled off first. A \varnothing 2.0 mm aluminum or brass rod is ideal axle material. The drives are attached using M2 x 15 mm screws with hexagonal heads, preferably black (picture 2).

Historic construction site

Old makes room for new

by Wilfried Schreiber

To give an example, before and after the Second World War, instead of the jackhammers used today, manually compressed air jackhammers were employed. The pressurized air was supplied by compressors of various sizes and with many compressed air hose connectors. The size differences refer to the amount of power produced by the motor and thus the amount of air pressure (Pound force per square inch) per minute (LPM) supplied by the powered compressor. Technically, there were, and still are, two basic versions: the piston compressor and the rotary screw compressor; the latter newer one has been offered since the 1980s.

Back in time, the loud construction air compressors were not soundproofed. Thankfully, this changed over time thanks to improved technology for soundproofing.

In this demolition picture, we see the green, soundproofed compressor of Irmer & Elze Kompressoren GmbH from the German city of Bad Oeyenhausen. This 800/20 kW piston compressor from the 1980s with a 20-kW air-cooled Deutz diesel engine could produce 8 BAR and 2.4 cubic meters/minute. Nowadays, Irmer Elze belongs to Atlas Copco.

The deconstruction of buildings has always been an interesting theme, particularly concerning the development of machinery over time ...

Another piston compressor, this one from the 1960s, is the small and sky-blue JW 20 K made by the Jenbacher Werke from Austria/Tyrol that produces 8 BAR and 2.2 cubic meters/ min. Originally, this JW 20K unit was built without soundproofing. A hand crank was used to start its motor. The diesel engines for the compressors are produced in-house by Jenbacher Werke (founded in 1948).

Prior to and shortly after the Second World War, cable-operated excavators on crawler tracks were generally used such as the Demag B406 and the Menck shown here, usually with a lattice mast and grabber, or an O&K L201 with face shovel (no picture), usually on a crawler tractor chassis. They are mostly from the 1960s and could also be adapted with other demolition tools such as a demolition ball, pile driver, or backhoe attachments.

Crawler loaders were an essential part of building demolition. With them, rubble could be loaded, and

walls brought down by using a steel cable from the machine to the wall. Here we see a D600 Hanomag crawler loader.

Unfortunately, German producers like O&K (founded in Berlin), Menck from Hamburg-Altona, and Hanomag from Hanover have disappeared after being taken over or stopping production. Luckily, their machines are still seen frequently.

Better still is that these machines continue to exist in model form in 1:50 scale. The Irmer & Elze compressor is from Himobo. The Jenbacher compressor is scratch-built by the author, likewise the alteration of the Menck M60 from Siku, and the diorama. The Demag B406, as well as the transformation of the Hanomag bulldozer from Cursor into a crawler loader, are the work of the late Peter Veicht. The Iveco three-axle dumper, just visible at the edge, is an original Cursor model.

Tips from a professional for the Volvo Titan

Even more cosmetics

by Daniel Wietlisbach

Never say never, as even James Bond said, and so it came to pass. As soon as a model builder finds out that it is possible to improve on a model, it percolates in the back of their mind until they have at least tried it.

And so, I summoned the courage to re-attach the sun-visor, as previously suggested by René Tanner (see the article in the last issue). The plastic part is plugged in from above into two drilled holes and can be broken off using carefully applied force. Next, new holes have to be drilled for new attachment plugs.

No, the picture on the right has not been published however, it shows that I have followed two tips received from René Tanner to further improve the Volvo cabin from Tekno ...

René's favorite material for this is 0.8 mm florist wire but I had none on hand. However, I found some 0.5 mm brass wire which served the purpose admirably. Then I drilled new holes into the remainder of the plastic lugs from the broken-off sun shield. I employed two-component glue to secure the new, small brass wire bits in these holes. When the glue had dried, I bent the wire slightly down-

wards. This made it possible to attach the sun visor with instant glue. The visor does look better sitting further down. A further tip from the professional was about the radiator grille. I painted the lower-lying surfaces in black to make them look better. I removed any paint that accidentally got on the raised surfaces by scraping it off gently with a toothpick when the paint was still a bit wet.

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New on the market

ACE 1:50

The abbreviation ACE stands for the model production program of the Swiss model importer Arwico (ACE = Arwico Collector's Edition) which has already established its reputation with commercial vehicles in 1:87, 1:43, and 1:32 scale and aircraft in 1:72 scale. The latest additions to their line-up are four historic commercial vehicles in 1:50 scale. These new resin-cast models reached us shortly after the editorial deadline, which is why we will be only able

to look at them in more detail in the next issue.

Siku 1:50 / 1:87 / Blister

The MAN TGS with box body has been released in 1:50 scale. With black cab and chassis and the „fiery“ imprint of the Sixt rental company, it will certainly impress youngsters. It also offers the expected high play value because the lifting platform can be operated and a pallet with a pallet cage for filling is also included. Two sets are dedicated to the DHL

parcel service. In 1:87 comes the mighty road train with box bodies and openable rear doors. The yellow colour scheme in combination with the black chassis and wheels suits the train very well. A set of models from the blister series (without exact scale) further expands the yellow fleet. It contains a van in Mercedes-Benz design, a truck with a Volvo-like cabin and box body with opening doors, as well as a forklift truck with movable forks. To increase the play value, two pallets, and two suitcases which can even be opened are included. All the

vehicles are beautifully crafted and of high quality and are sure to make children's eyes light up when they receive them as a gift.

Diecast Masters 1:50

Diecast Masters also sent us a very promising model of the Cat D10 „Next Generation“ in a completely new version. We will of course present the Dozer in the next issue.

MLN-Modellbau

Mike Neshyba, well-known as a diorama builder, now offers several of the details he created for his dio-

ramas to other modelers. Channel shoring and the construction site tank are available in different colours, and a rental toilet (not shown here) comes only in white. The models are made of metal wherever possible. Mike also offers the well-known 40 m³ roll-off container from Siku, re-painted in various colours (mln-modellbau@web.de).

FMB 1:50

At Fritze's Modellbörse you can buy exclusive 3-D printed accessories which surprised us with the fine quality of their printing. We put three different sets under the microscope.

All parts are printed using the FDM process whereby wire-shaped raw material is melted and applied layer by layer. Because the raw material comes already in different colours, there is no need for subsequent painting. In the case of the traffic cones offered in a set of 20 pieces, the printed layers are only visible under a magnifying glass. Similarly, finely printed are the barriers; the set contains 8 units with 16 feet. The print layers are most visible on the sheet piling which come in a set of 10 pieces, including a crossbeam. They can be connected to each other prototypically, and finally someone has thought to include the tiebacks.

Our partner page

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Spedition Kübler – Big, even in small things

The 'Mini-Bauma' model show set new standards at its new location. For the 26th time, high-quality models of heavy-duty transporters and cranes were shown and some of the originals were on display to be marveled at in the open-air space.

There were many remarkable scale replicas of the well-known green Spedition Kübler vehicles to be dis-

covered. A special highlight was the display of models by an extremely talented model builder. Marcel Bauer knows his way around TII Scheuerle very well because he is a construction mechanic and his knowledge and skill translate into his models. Made on a 3-D printer or a metal lathe, the models are copies of the real thing down to the smallest detail. His cur-

rent project is the 350-t lifting bridge for transformer transports from Kübler. The first carrier can be seen in the picture at the right. It is going to be exciting to see what else Marcel will create.

The next Mini-Bauma will be held on the weekend of 31.08 / 01.09.2024, once again in D-68789 St. Leon-Rot.

Hugelshofer: Emission-free for Spital Thurgau AG & thurmed-Group

As a logistics partner of the thurmed-Group, Hugelshofer Logistik AG is pleased to have reached another milestone. A new, zero-emission electric truck is being used exclusively for thurmed to transport various items to the clinics of Spital Thurgau (Hospital Thurgau AG) This institu-

tion offers high-quality medical services in the Thurgau region and the neighbouring cantons. The integration of the emission-free vehicle is important to the sustainability strategy of the thurmed Group.

The Renault electric truck with 375 kWh battery capacity replaces

a diesel vehicle thus reducing CO₂ emissions by 40 tonnes annually. In addition, the vehicle approaches the hospitals almost noiselessly, which is a great advantage. This commitment is an expression of the company's shared obligation to the environment and future generations.

Extension of ARA Basel

Since 2019, construction work has been underway for the extensive expansion of the wastewater treatment plant (ARA) Basel in Kleinhüningen. Several excavators have been busy with the complex dismantling and excavation work for the second stage since August 2022. In addition to the four massive primary and secondary sedimentation tanks with diameters

of 50 to 60 meters, the aeration basins and the sand trap had to make way for the expansion. Under the huge domes of the clarifiers, even the 100-tonne excavator looked small. In addition to the 53,000 tonnes of concrete rubble, the countless re-bar cables in the concrete were a major challenge. 3,700 m³ was the size of the excavation pit for the new building designed

for the removal of micropollutants. 78,000 tons of excavated material had to be disposed of or processed on-site and stored temporarily for later back-filling. The expansion is scheduled to be completed in 2024. Each day, ARA Basel treats around 86 million litres of wastewater!

News in brief

DAF announces the new XB construction series

DAF announces a new XB series of delivery vehicles. The DAF XBs will weigh from 7.5 to 19 tons. The maker is betting on battery-electric vehicles and diesel engines with 5 or 7-liter displacement. The fossil fuel-powered vehicles will have from 130 to 310 hp; the electric-powered ones offer similar performance output with 120 to 190 kW and a range of over 350 km. The total weight of the units will be approximately 7.5, 12, 16, and 19 tons. The diesel-powered versions have a fully automatic 8-speed gearbox. The cabin reaches a new level of driver comfort with short Day Cabs as well as longer Sleep Cabs available. The construction series will be rounded out with the XBC models for the construction industry. (eu)

50 years Gipo. From Switzerland into the world

The Emil Gisler AG/ Gipo AG celebrated its 50th Anniversary with an

open house day at its location in Seedorf, Canton Uri. In 1982, the hustling Emil Gisler built the world's first fully hydraulic crusher on crawler tracks. This group of machines evolved to be the company's most important products. With the development and construction of these products, the business of crushers and sifting plants grew steadily. The 1,000th Gipo machine that left the factory in 2021 was a further milestone. The Urners have held the record for the largest crushing and sifting plant on crawler tracks for over 20 years. The machine can handle a maximum of 1,100 t per hour. (up)

Promotional semi-trailer from FBM-Bacheli

As far as we know, this silo semi-trailer, decal for the specialized Central Swiss dealer, is unique. Two months of intensive work preceded the unveiling of the unit on the second of September. It was during a conversation with Patrick Senn while on a photo shoot for another model that

a motif for the decal was conceived. At the end of August, the trailer was ready for application of the decal. It is yet unclear whether there will be a model of the tractor and semi-trailer. "Of course, that would be super!" exclaimed the owner, Markus Fischer. "However, we have plenty of current models in the pipeline!", adds Karin Hirsinger". (dw)

eActros 600

On October 10 at a location south of Hamburg, Mercedes Benz Trucks introduced the eActros 600. The highly efficient truck has three battery packs to store 621 kWh and has a range of 500 km. The battery packs weigh approximately 4.5 tons and with a 40-ton total towing weight, the unit offers a 22-ton payload. It is a pleasure to see the „uncluttered“ front on which the large Mercedes star is a dominant feature. The star hides the recessed grip for the driver to hold when cleaning the windows.

Also new are the side underride guards and, integrated into the lower

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front area are new headlights, and short-range radar sensors, among other things. Naturally, all the latest driving and safety assisting systems are on board the new vehicle which is available with three different roofs.

Komatsu PC900LC-11

Komatsu released the PC900LC-11 as a direct competitor to the very successful Caterpillar 395 and as the successor to the proven PC800LC-8 at the Bauma in the fall of 2022. Komatsu America introduced the Komatsu PC900LC-11 with its working weight of 92.6 t at the Conexpo in the spring of 2023. The bucket capacity has a maximum of approximately

6.1 m³. The built-in 6-cylinder diesel engine from Komatsu has 15.2 l of displacement fulfills the current exhaust protocols and delivers 401 kW and 538 hp. The excavator is designed for heavy earth-moving applications or as a loading excavator in the above-ground mining industry. The commercially produced, four-camera KomVision system ensures an extra degree of safety. (up)

130 years of Bucyrus in South Milwaukee

In 1893, the Bucyrus Steam Shovel and Dredge Company opened a new factory in South Milwaukee, Wisconsin, USA. Bucyrus supplied

77 steam excavators for the construction of the Panama Canal and the remaining 24 came from Marion. In 1997, Bucyrus took over this competitor. From 1917 onward, electric power replaced the steam power. To date, over 32,000 construction machines have left the factory floors in South Milwaukee. Since 2011, the front scoop bucket cable-operated excavators and the Walking Dragline excavators from Caterpillar have been built there. If one allows for a working life of 20 years, the 237 Bucyrus 495 and the later Caterpillar 7495 cable-operated excavators have moved a staggering total of 105 billion tons of material! (up)

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