Laster & Bagger

Laster & Bagger

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Ausgabe 1-2024

Modelle von Lastwagen, Baumaschinen und Kra

Mit Wettbewerb

DM 1:50
Cat D10

Eigenbau 1:50
Scania LBS14

English text

ACE 1:50
Neue alte Saurer

Sammlerporträt
Thomas Schötz

First Gear 1:50
Neue Komatsu Bagger

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Editorial

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

Energy

I am probably always the last one to send you best wishes for the New Year. Unfortunately, the publication of our magazine's calendar doesn't give me any other choice. Greetings in the issue published middle of November would be too soon, and the middle of January is way too late so please accept my best wishes for the New Year right now! I take it on the chin in a good sportsman-like way the critic's comment that there is no 'Christmas issue' reaching your mailbox just before Santa arrives. Our authors and I try very hard to make every issue a 'Christmas issue'. If our readers feel like Christmas and Easter have arrived at the same time when reading the newest edition in their mailbox, then we are very happy.

Let's stay with sport as a metaphor. In martial arts it is only partially a matter of applying force; the art of the sport is to use the 'negative energy' of the attacking opponent and transform it into 'positive energy' as self-defense. I am trying to use this kind of transformative energy for the first time in Laster & Bagger: on page 41, a model that has assembly defects is disappointing and can cause anger to build up (negative energy). After the anger stage follows the calming down period and thinking about how the problem could be solved. Finally, the modeler reaches for tools and instant glue. If such repairs are then documented and published as instructions, the result is an added value for the reader (positive energy). In the best-case scenario, all can profit from these tips and maybe, in the future, they can do small repairs themselves. We would be very happy to publish tips and tricks for several of our topics that our readers send us.

To conclude, I wish you great dexterity for the next repair and of course, some exciting and entertaining hours while reading this issue of Laster & Bagger.

Daniel Wietlisbach

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Thomas Schötz collects models of earth-moving machines

Son and Father

by Daniel Wietlisbach

Thomas Schötz' interest in excavators began when his family built their own house at the end of the 90s. Through his passion and thanks to many fortunate encounters, he has amassed an impressive collection of models …

Thomas Schötz was born in 1991 and grew up in the Bayrischen Wald (Bavarian Forest) area of Germany, about 35 km from Straubing in Bavaria. His brother who was two years older lived with severe disabilities and passed away at the age of 10. Their mother stayed at home and was very busy taking care of her older son. Until the age of 8, Thomas was often looked after by his grandparents who lived in the same village. His father did shift work at a plastic factory that made car parts, pipes, and other plastic items. The advantage of his irregular shift work was that once in a while he finished earlier and was able to do an activity with Thomas.

Trips became especially interesting once the boy was six years old and the family was able to build a house in the village. Father and son visited the construction site regularly and Thomas was able to observe the machines at work. His special love was for earth-moving machines and his eyes always shone with excitement when he watched an excavator in operation. He vividly remembers the excavation and construction of a natural stone wall. The actual house construction was less interesting for the youngster although he was very fascinated by the placement of the roof trusses that were lifted into place by a mobile crane.

When Thomas and his father went to a meeting in the office of the contractor, the company owner gave Thomas a model of the Åkerman EC650 with a backhoe bucket as a gift. This big moment in the life of the young boy initiated his collecting passion. Naturally, the Åkerman stood in pride of place in the showcase in Thomas's room and, because he played with it infrequently, it showed only minor signs of use.

Models for play

Construction and agricultural machinery were Thomas's favourite toys. For outside he used larger models made by Bruder and in the children's playroom he played with Siku models. At that time the main focus was tractors and agricultural machinery because he observed these daily in the surrounding farming areas. Also, the variety of construction machine models could not be compared with the choice of tractors available. The collector distinctively remembers a Siku set with a low-deck trailer and the almost indestructible Menck hydraulic excavator. When inside Thomas rather preferred to play alone with his construction machines, but outside he enjoyed playing with his friend from a farm next door.

School was more of duty than fun. It robbed him of the time he would have preferred to spend playing, and also prevented him from visiting construction sites in his subdivision that was being built up one house after the other. An excavator was always growling away somewhere.

A key experience for him was a visit with his father to the Bauma in 1998. It took place for the first time on the then-brand-new exhibition grounds. The giant R 966 was featured at the Liebherr stand. The experience of seeing it left a lasting memory. Father and son marched all over the exhibition grounds with their focus on the original machines; models did not yet play a major role.

There was a large mall in the next village over, and, while the mother went shopping there, father and son passed the time watching the demolition of an old factory. Thomas, then 13 years old, saw an excavator with demolition equipment for the first time. The machine in question was an EC360 Longfront which used concrete shears to attack the building. The youngster wanted such a machine for his collection and his wish was granted with the model of the Liebherr R 954 BV from Conrad (#2907) which was offered as a set with a short and a long boom included. Because the youngster's passion was well known, parents and grandparents no longer had to worry about what to get for Christmas, birthdays, or other occasions. The models lined up on Thomas's shelf were seldom played with because there were always the Siku ones to play with. Over the years about 10 models joined his collection. When Thomas began his apprenticeship, his interest changed to going out with friends and riding his Moped in his free time.

Training and Education

Right from the beginning, Thomas always wanted to work in construction and it was his love for the machinery which drove him to work in road construction. His passion for earth-moving machinery was well-suited to his work in civic construction profession. He began his training in 2007 in a company with about 100 employees. From an experienced excavator operator, he learned how to steer a mini excavator and today he can be seen operating a road roller now and then.

Thomas remained for a year in the company following the end of his apprenticeship and then moved to the Strabag Company which specializes in asphalt application. There he often works the screed. Because of the good workplace climate and the solid team which almost operates like a family, he has remained with the same company for the last eleven years. The fact that he can be home every evening and only rarely has to stay abroad overnight is very satisfying.

A new start with collecting

When, in 2009, Thomas discovered that there would be a magazine for his then dormant hobby, he immediately subscribed to 'Baggermodelle', the precursor of Laster & Bagger and so belongs to the 'readers of the first hour'. The articles in the magazine awakened his hobby from its Sleeping Beauty status. Furthermore, by reading the magazine, he discovered that he was by far not the only person with the same interest and, he found out where he could connect with like-minded people. Prior to these discoveries, Thomas thought of himself as a bit of a recluse, but when he visited the Minibauma and the fall exhibition of Spiel und Modellkist'l by Anton Hanrieder, he was able to talk shop amongst like-minded folks. "In hindsight", the collector recalls, "everything started rolling with the magazine!"

These developments had a direct impact on his collection which grew in leaps and bounds. The more models he discovered, the more he realized which ones he had missed out on during the past years. Thomas started to visit swap meets and also collectors in Austria and Switzerland who advertised in the classified section of the magazine offering models that were missing from his collection. Of course, it was helpful that after completing his apprenticeship he had greater financial means with which to expand his collection.

Furthermore, he discovered the Internet and several forums as a source of information on which he is a rather quiet guest reader seldom posting his

The collector

Thomas Schötz (32) apprenticed as a road builder and has been very happy in his chosen trade for 16 years. As well as collecting models he also enjoys taking pictures of the large machines and is regularly on the road visiting quarries and large construction sites along with Tom Kagerbauer. He is also a passionate angler and loves skiing in the winter.

He and his girlfriend Vanessa live in Prackenbach in Bayrischen Wald (Bavarian Forest area). If you would like to visit his collection, please book a time with him by email: tom-schoetz@t-online.de

own comments. Once Thomas found many of the 'missed out' models on eBay his collection started to look more and more complete. Today, his guideline is 'less is more', and instead of as many models as possible, he chooses fewer which can be more exclusive and perhaps more costly.

When Thomas's room morphed into his young man's room, a carpenter built him his first display case. Over the years, six more all of the same construction and made by the same carpentry shop were added. Two others have a different origin from outside the village. One decorates the stairwell and is dedicated to crane models. All display cases are in the collector's former room in his parents' home. Following the death of his grandmother, he and his girlfriend Vanessa moved into his grandmother's apartment which is a self-contained unit inside the same building and has a separate entrance.

Father is also a collector

Housing the collection in his parents' home is practical and makes even more sense because Thomas's father Franz has a few of his own models sitting in the display cases. Franz's interest lies in special transports and he has already tackled some alterations. His collection of around 20 models is easy to view. Thomas estimates that his part of the collection contains around 500 models. After both of them were able to observe a heavy-duty transport by Baumann, Franz could not rest until he was able to put the scale model of it into the display case. As not all models were available in the Baumann colour scheme he had to resort to using a spray can. A suitable ballast box for the Arocs tractor lorry was found and at the Conrad in-house model fair Franz located and purchased the missing extra axle sets. The last missing part was the model's load, a huge cylinder by Linde. Thomas had previously altered some models; for example, he bravely began building a diorama of a marble quarry during the pandemic. He gave the matching wheel loaders Liebherr 586 2plus2 and Volvo L350 block handler forks by Oliver Steck, and equipped the Volvo EC950 with a suitable bucket made by Gaz Evans. The three-axle lorry Magirus on the diorama was given to him by a friend. When the huge Weserhütte W760 arrived in the collection, the desire arose for a further diorama depicting quarrying for gravel at the water's edge. In addition to this diorama, there sit in his showcase two of the only four models in the large 1:24/25 scale in his collection these being the D11 and D10T from CCM. They found their way into the collection because their detailing is unique and because models of this size have an almost unbelievable impact on the viewer.

Laster & Bagger

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Scania LBS141 & Kaupe semi-trailer

Kuhmo Kuljetusliike OY

by René Tanner

At the beginning of the 90s, we holidayed in the High North in the company of two acquaintances from the pub. One day we were given the keys to an off-road Toyota Hilux so we could check out the countryside. At a tranquil little gem somewhere in the wilds of Finland I discovered the gigantic 24-meter-long tractor-trailer combination of the Peura-Trans OY ...

We drove through Germany to the Scandinavian Kay in a Datsun Bluebird Sedan then went from Malmö through Sweden up to Sundsvall to reach the ferry to Vaasa. We ended up in a small place called Valtimo near Nurmes, north of Joensuu in Northern Karelia. We then spent three relaxing holiday weeks in a remotely situated 'Mökkeli' (Mökki – Finnish cottage in the woods), with a sauna and a small boat at the nearest lake included. We were surrounded by huge forests and countless lakes. The owner of this dream place lived in a larger house not too far away. We made a deal to paint his deck for him as a favour in return for the free use of his holiday cottage. Now and then we went for a hike in the nearby swamps which were not without a bit of danger. But mostly we just hung out with each other and enjoyed the quiet, the midnight sun, and the simple life.

One day Timo, an uncle of our acquaintance, let us know that we could use his Toyota Hilux four-wheel off-road vehicle to explore the surrounding countryside. We didn't hesitate in taking him up on his offer, and the next day we escaped from our idyllic holiday home. We discovered the 15 km exclusion zone along the border to Russia and then drove many kilometers on gravel roads through the seemingly endless forest until we felt we had reached our Nirvana. Sometime later, a lot later, we managed to reach civilization again in a small place by the name of Kuhmo.

In this jewel-like settlement, I discovered the gigantic 24-meter-long tractor-trailer combinations of the Peura-Trans OY. At that time they used the heavy Sisu M 163s and the later SM generation to transport the timber loads of the Kuhmo OY. The Kuhmo OY is a sawmill that specializes in processing pine wood from the surrounding Finnish forests. It is shipped worldwide and has the unmistakable 'URSUS' shipmark stamp on it, Ursus Arctos being the Latin name for the typical Finnish brown bears.

During the drive through Sweden, in the direction of Sundsvall, I captured several 24-meter combinations on film, but the Sisu was at the top of my list of desired objects to come upon. Unfortunately, I had left the camera at home that day, so, as a souvenir, I took home the stylized motif of the bear which the Peura-Trans OY prints on its canvas covers. Both companies, Peura as well as Kuhmo with the bear, still exist today and thanks to my research, some fragments of my memories came back to me. At that time, photo albums were still a great modeling help, and I unearthed mine as I began the construction of the 141er. But, like so often occurs, the hoped-for pictures did not turn up and so the project became a fantasy model based on my existing memories. The contact with the pub acquaintances was severed after we returned, as a mutual decision made without rancor. Nevertheless, the holidays were fun and carefree and I have retained good memories of them.

WSI Scania LBS 141

As I already described on other model builds, the WSI 141 is a good starting point for an alteration. In

particular, the 6x2 chassis with the lifting axle is top-notch in its details. Even though the detailing on the engine, cabin, and cabin interior does not equal the Tekno equivalent, the Scania from WSI has great potential. The flow of the design of the cabin can be improved. For example, the A column in the front window section is too round and the driver's cabin fenders are slanted too much on the rear part.

The headlights as such are useless as they are attached too far off the front. The 141er has a little bit of a squint and that can be remedied by sanding down the assembly points at the window. I used a large file to give the A column a slightly flatter look and filed the fenders underneath the sleeping area straight. At several points, I added additional details to the Scania. Both toolboxes are of my own making as are the removable fenders and the rear light beam. Both were made from 0.3 mm aluminum sheet stock. The sun visor that comes with the original model was replaced by one homemade using 0.5 mm aluminum sheet stock, and the large light board is also made from the same material.

The Scania is painted in the colours typical for the country and the grey chassis gives more contrast. The lenses for the main headlights come from the 1:43 detail parts, and the reflectors in and outside the bumper were handmade using a seven-hole punch and 0.2 mm aluminum sheet stock filled with a drop of two-component glue to simulate glass. The front yellow driving lights were filed to shape from some small plastic pieces and glued on. A plethora of accessories give the Scania its typical look. Unfortunately, the Finns always had to take second place to other Scandinavians even though they had heavy long-distance combinations. The logo on the light board was made by cutting out a printed sign from photo paper.

Kaupe 12-meter Widespread

I finished the semi-trailer only last year but I had started the carcass five years earlier. At the time, the Scania had been almost seven years on the road. Sometimes the creative process takes a little bit longer.

The WSI semi-trailer with a triple axel unit has undergone a real metamorphosis. I swapped the bolted-on triple axel with a 'Widespread' one with half-round fenders from Lion-Toys detail parts and accessorized with the typical Kaupe palette box. A large diesel tank and two spare tires completed the alterations. The open deck was given a new end piece. Approximately 50 new tie-down loops made from 0.8 mm florist wire are glued on underneath the frame.

The load is made from note paper blocks cut to size to fit and then glued together. The most time-consuming work was covering the load with canvas, and making the tie-downs. On top of the notepaper blocks were glued on two 'lower' canvas covers made from tissue paper. While the canvas paper was drying it was gently 'teased' into shape and made into a natural-looking prototypical shape. The canvas covers themselves are made from several additional layers so that the tie-down straps have enough 'give' to cut into the soft material. After that, they were painted in two grey tones. Once the paint had dried, the tie-down straps, made from elastic sewing thread, could be attached and tied down. In a second step, a covering tarp was glued on and again painted twice, this time in blue. The canvas cover was attached securely to the frame with strong black sewing thread. Afterward, the lettering that I made on my label printer was attached to the canvas cover.

The Finnish vehicles are close to my heart but one rarely sees built models of them even though the thrifty Northlanders can look back to a very interesting transport history. Lastly, I like them because the Sisu brand of lorries also has a long and interesting history.

Heavyweight from Diecast Masters in 1:50

Cat D10 Next Gen

by Daniel Wietlisbach

A year between announcement and release! In our hobby segment, that is almost a sprint. The new dozer shines, and not only with the production speed ...

With its 70.256 t working weight, the D10 is the second-largest dozer in Caterpillar's sales program. Thanks to its powerful V12 diesel engine, the machine is capable of moving 22 m^3 of material with its U-blade. The engine produces 450 kW (603 hp) and complies with the EU exhaust controls of step V.

The model was announced by Diecast Masters a year ago. The prototype shown made it quite clear that except for the lower chassis, parts of the ripper, and the cabin frame, very few parts from its predecessor were suitable to incorporate. One can recognize that right up to the president's suite, the producer has collectors working very hard on the details. These folk enjoy nothing more than adding such a model to their display cases.

As a model of the current version, the D10 arrives, along with its driver, in the familiar tin box. It comes completely assembled and can be removed from the box and put on display immediately. In doing so, the collector will be aware of the pleasantly heavy weight of this primarily metal model. The main measurements compare exactly with the original.

The drive frames are permanently connected to the main chassis and their fine engravings show many of the original's details correctly. The very convincingly made bottom and support rollers are part of the frame and therefore do not move. The sprocket wheel looks great and the idler wheel is sprung. The tracks with the single grouser track shoes turn very smoothly.

The set of stairs folds down prototypically enabling Bob to reach his workplace securely and comfortably. Even though stairs and railings are made from plastic, they are barely thicker than the soldered brass wire safety railings. Seen all over the model, they are a feast for the eyes and leave the competition in the dust. The operator's platform with its tanks and running board are very well detailed in this area of the model. The engravings stand up to detailed examination through a magnifying glass. The massive roll-over bar details shine. The electrical cables that run to the work spotlights are as fine as human hair. Even if one does not want to insert the driver figure, a look from above into the cabin is rewarding. The multi-coloured interior proudly displays the Cat logo.

The mighty engine hood is anything but flat and shows many details. Unfortunately, the honeycomb grille on the doors to the engine room is only printed on. However, the replica of the engine looks almost real. As on the original, it occupies the lower third of the room, and above it, we find the air filters and exhaust cleaning components.

The push frame and a U-blade have been nicely done. Highlights are the pierced overflow fence and the complete supply lines. All hydraulic cylinders have been modeled in great detail and the blade stabilizer fulfills its function.

As mentioned above, the single-tooth rear ripping attachment was taken over from the D10T2. While nicely detailed, it cannot be adjusted. A small but welcome addition is the pushing block including a towing hook.

The paint has been applied cleanly and is not too thick thus all details are easy to see. The detailed, printed-on lettering and the small parts picked out with coloured paint make the model look rich in detail.

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

by Remo Stoll

What a brute of a lorry! This very heavy off-road vehicle worked for many years as the 'yard goat' for a lorry repair shop and was very well looked after. The additional tractor pin coupling at the front could be an indication of an earlier life as a heavy-duty transport tractor lorry. Sales of this 6x6 began in 1978 Unfortunately, this example disappeared a few years ago.

Recognize the lorry? Please send us its exact designation by the deadline of February the 10th, 2024. 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 Cat 966 from Diecast Masters, the Hamm HC 200i C from NZG, and a container in the Kibag Company livery from MSM.

The solution from Laster & Bagger 6-2023

The mighty hydraulic excavator in question was a Hitachi EX1100-3. A draw was held and the winners were: Wolfgang Werner, who won the Wirtgen SP 64i from NZG; Markus Hänggi was the winner of the Cat 982 XE from Diecast Masters; the International KB-8 Old-timer lorry from SpecCast was won by Martin Teutschmann.

Our heartfelt congratulations to all the winners!

Series 11 – Excavators from First Gear in 1:50

Komatsu PC290LCi-11 & PC78US-11

by Daniel Wietlisbach

While the PC78US is completely new, the PC290LCi is now more easily available in Europe. Both excavators are of the newest Series 11 …

Both models are packaged for sale in solid cardboard boxes with a clear plastic window and are kept safe between two transparent thermoformed half-shells. There are no wires from which they need liberation, and they are completely assembled. In their main measurements, both are true-to-scale models. The slight discrepancies on the PC290 concern the lower chassis; the faultlessly functioning tracks are just a few millimeters wider than on the original.

PC78US-11

The compact excavator weighs between 7.91 and 8.25 t and is suitable for buckets with volumes from 0.09 to 0.20 m^3. The three-cylinder engine that was produced with the rather cumbersome designation of SAA3D95E produces 68 hp (51kW) and complies with the exhaust regulations of Tier 4 final.

The model from First Gear is likable at first sight and is especially welcome because there are few small machines in our scale. The PC78US fits harmoniously in any 1:50 collection and shows the size differences among excavators. Even though the original can be ordered with continuous rubber tracks, the model producer has taken pains to give the model metal single-shoe grouser shoes. Additionally, the variant with screwed-on hard rubber bottom shoes was chosen making a nice change, however, a matt black colour would have been a more fitting choice. The tracks run very smoothly, the sprocket and idler rollers are exactly engraved and the bottom and support rollers are correctly replicated. The blade with its frame is made of metal and is moveable.

The shape of the upper chassis is nicely copied to scale and shows gaps around doors, screw heads, and other details correctly. The air intakes have been modeled raised and the depressions have been painted matt black which is very close to the look of the original. Exhaust and backup camera are separately attached parts. The cabin is constructed completely from transparent plastic material and the cabin structure has been precisely printed on in yellow and dark grey. This kind of construction method comes very close to the original's extensive glass surfaces and also leaves enough room for the detailed bi-colour interior. The cabin is completed with separately attached rear-view mirrors and handholds.

The 3.71 Monoblock boom and the 2.25 m stick are made of finely engraved metal cast parts and both have bottom covers to close them in completely. The 'mess' of supply lines that are routed from the side to the boom is prototypical and nicely done. It is very nice to see that the model received a third hydraulic circuit which would make the attaching of alternate tools simpler. The supply lines with their hook-up fittings go to the cylinders which, including the connections, are correctly modeled, and a work spotlight completes the boom. The bucket is made from a single metal casting and, despite its size, is correctly replicated. All bolts at the joints are painted yellow so that they do not distract the eye from the overall view. The functionality of the equipment is less than the original's, and the stability of the cylinders at that size hits the limits of the possible and therefore had to be curtailed.

PC290LCi-11

With a working weight of 29.95 and 32.28 t, this excavator is situated in the middle class. The maximum bucket volume is 2.02 m^3, and the built-in six-cylinder Komatsu motor SAA6D107E-3 that produces 216 hp (159 kW) complies with the EU exhaust protocol of Step V.

The LC lower chassis was correctly modeled and shows fine details such as tie-down loops and all the screw heads of the drive engine housing located on the inside. The drive frames have finely engraved full-length bottom roller guards. Two steps are separately attached. The sprocket wheel is very nicely engraved and the idler roller is not sprung. Thanks to the exactly fitted single grouser shoe tracks, the model runs very smoothly despite not being sprung. The triple grouser track shoes give it a nice closed-in look.

The upper chassis housing is made completely of metal and even the 'fly screen' grille on the right side is especially finely engraved. Correct gaps, screw heads, and the raised pattern of the anti-skid surfaces are correctly included. The slightly oversized plastic safety railings include the rear-view mirrors and the GPS receiver. Four cameras ensure additional safety during operation.

The cabin is also of metal and the glass is a plastic insert that has printed-on rubber seals in the correct locations. The detailed interior is multicoloured. A handrail with a rear-view mirror, the window wiper, and an antenna, all made from plastic, have been separately attached.

The equipment is made up of the 6.25 m Monoblock boom with a 3.2 m stick and a swiveling backhoe bucket. The nicely engraved boom and jib are closed in flush underneath. The PC209LCi also has an additional hydraulic circuit, however, the beginning and end are missing. The rubber hose from the upper chassis has not been replicated, and also missing is the last piece of the swiveling backhoe bucket. Nonetheless, the supply lines are correct and run free-standing all the way, going from the hydraulic glands up to the cylinder hook-ups that are also modeled prototypically. The swiveling bucket is nicely done and especially great to see are the two functioning, adjusting cylinders. Very few models offer that feature.

Both excavators are painted faultlessly in the correct original colour tone. The printed-on lettering details with logos and graphic elements are sharp, cover well, and are legible.

Kleemann Mobile Screening Plant by NZG

MSS 802i EVO

by Daniel Wietlisbach

Kleemann traditionally releases its new collections at the Bauma, and in addition to crushers, there is generally a screening plant to augment the offerings ...

Screening plants are used to sort crushed material into their different sizes. The yet-to-be-screened material arrives at the screening plant via a conveyor belt from the rock crusher. They can also be fed directly by a wheel loader or excavator. The processed material is then expelled by a chute and conveyor system to the side of the unit where it lands on the ground and forms a pile. Additionally, it is possible to forward the screened material to a second crusher for further size reduction. The 'raupenmobile Siebanlage' (mobile screening plant on tracks) Mobiscreen MSS 802i EVO is a large-material size plant with a two-deck screening unit and a diesel-hydraulic power plant. The receiving hopper has a capacity of 9.1 m^3 and a maximum processing capacity of 500 t/h. The transport weight is between 32 and 38.5 t and

the engine is a John Deere Motor with 94 to 98 kW.

The model from NZG

The model of the MSS 802i EVO made by NZG arrives safely nestled within a cardboard box in tight-fitting Styropor half-clam shells. Constructed mostly from metal, the very heavy model was converted correctly to scale. The MSS 802i EVO is very detailed. As on the original, the grey main frame has been modeled pierced and it allows for an unimpeded view of the screening plant's interesting technology. A look at the underside is recommended. The crawler frames have been exactly replicated and the bottom rollers turn; the sprocket wheels are sprung; the idler rollers show all the details of the original.

Pushing it backward puts the receiving hopper completely into the transport position. In addition, it can be removed. Furthermore, the upper parts of the hopper can be folded down by using very small, fine hydraulic cylinders. Parts of the power plant are replicated below the receiving hopper. These can be seen very well from below as well as through an openable hatch at the side. Of the engine, only the bottom oil pan is present, however, the connected hydraulic steering is multi-coloured and detailed with supply hoses. The super-fine air grilles in a honeycomb pattern are not just printed on but are the very finest of engraving detail and painted in matt black in the recessed parts.

The two side-expelling conveyor belts are made up of three parts and, thanks to hydraulic cylinders, can be 'folded' over the breaker for transport. The actual double-deck screening unit is finely detailed. The lower deck is easily seen through the pierced upper deck. The finest material at the very bottom of the unit falls onto the conveyor belt that runs in a longitudinal direction to the side expeller belt. The optional material brake at the top of the screening plant has been modeled. The cylinders hung from very tiny chains are there to reduce the flow speed of the material in the hopper. The vibrators on the sides are easy to recognize and for the operator, there are pierced platforms that have some oversized safety railings made from white metal castings. The stairs on both sides are also metal as are the poles with the work spotlights.

The wide expelling conveyor belt for the coarse material can also be folded down at the front for transport. The profiled replicas of the conveyor belt surfaces which makes them look more realistic are very nicely done.

The paint shade has been matched very well and has been faultlessly and not too thickly applied. The abundant lettering is legible and sharp. Additionally, some of the details have been picked out in colour, for example, the yellow and red on/off switches on the motor housing.

Tom's driving log

by Tom Blase

The Dusty Brothers – stories about driving silo lorries

I was almost beside myself with joy when WSI announced the release of the Scania L110 with Van Hool-Silo and I finally held the model in my hands. A time machine in 1:50.

I drove with my father not only on container trips, but I also spent many holiday weeks with him on silo trips hauling concrete, silica sand, granulates, and also phosphate. A time of many variable loads. The drivers at the concrete factory in Maniz-Weisenau were a very jolly group, especially, when stories about nicknames went around the circle.

For example, Erwin was called by his CB handle 'Black Band'. He drove an old Krupp with a Spitzer drum on its chassis. Once, when he arrived late at night in Weisenau, he found that the was gate locked. It was awfully cold and the Krupp's heater didn't work when the lorry engine was turned off. But Erwin still had the two old petroleum flares which were then required to have on board rather than the warning triangles in use today. He opened the roof hatch a bit to ensure a supply of oxygen and then lit one of the flares in the foot well of the lorry cab.

Then he fell asleep, and slept very soundly He woke for a moment and thought "Oh it is still dark, I can take another few moments". At nine in the morning, a colleague from the dispatch office knocked at the driver's door. Imagine Erwin's surprise to see that it was full daylight! The flare and its soot had covered the inside of the cab window, and Erwin's face was black and so the 'Black Hand' was born.

Likewise, Kurt was rarely called by his right name. Everybody called him 'Läppchen' (Little Cleaning Rag) Kurt cleaned and polished his lorry including the Kässbohrer drum with great gusto, (even cleaning the fenders with floor wax) but always only on the driver's side! The co-driver's side had the patina of a hard-working concrete mixer truck. "Eh, why should I wash the other side?" he replied when asked about it. "But, you wouldn't believe how the other people stare at me when they see me on the road," he grinned. "Man, what a shiny, clean vehicle is on the road today. Then the CB radio is full of chatter again."

The driver liked to have fun with Frau Wenz and teased her a lot. She was the good soul who ran the canteen at the dispatch office. Those who entered the canteen without any spare change for a coffee called in their pocket called out, "Frau Wenz, ein Kaffee auf mir!" (A coffee of mine). Frau Wenz would promptly reply: "Auf mich, heisst das, auf mich!" (The correct pronunciation is a coffee on me).

The grinning driver would answer, "OK, you talked me into it, it's on you then, Frau Wenz". (She hated bad German, but had a big heart for her drivers.)

Swiss Lorries from ACE in 1:50

New Old Saurers

by Daniel Wietlisbach

Under the brand name ACE, Arwico is releasing the first Swiss Lorries in 1:50, something many collectors will applaud ...

ACE has already focussed on Saurer models in 1:87 and 1:43. The models are made from resin castings and augmented with finely etched details. The start of the 1:50 series are four models that come from two different factories in China. Besides two exclusive models of Swiss Army vehicles made for ACE by Autocult, there are the two lorries (shown here) which are bespoke models by ACE. Both models arrive well-protected in solid, pleasant-looking cardboard boxes with plastic foam inserts. Mirrors for the D290F are included and have to be attached by the collector. The choice of the prototype was made by Arwico from their experiences on the 1:87 market because the D290F of 'Kühlkette Migros' as well as the S4C hood forward from 'Wolf' belong to its best sellers.

The bespoke models by the same maker display their heritage. For example, the driving twin-tired wheels should have a bit more 'depth'. The rubber tires show a prototypical thread. As usual on resin models, the front axles are not steerable and because of stability issues, the chassis has not been modeled pierced. The main frame has been kept rather plain and the hinted-at leaf springs on the D290 could use a bit more detailed engraving. The tanks, compressed air containers and the tool and battery boxes are more detailed on the S4C. The very nicely done rear beams have been engraved in great detail and the backup lights, indicators, and reflectors are made from separately inserted, transparent parts. While the hood forward has a funnel coupling, the rather plain coupling as well as the lift bridge on the reefer vehicle of the Migros hint at a solo vehicle use.

The manufacturer used the ability to make some very finely engraved features on this often-dismissed material to great advantage on the cabins. On the hood forward S4C we can see the fine overall proportions; side windows, and the gaps around the doors should have been placed a little more forward. The radiator grille is very daintily made and has logos on it. All windows are flush mounted, and very fine rear-view mirrors, headlights, window wipers, and door handles are separately attached parts. The interior of the cabin correctly shows a right-hand-steered driver's seat. The canvas upper chassis of the S4C from 'Wolf', which exists as a historic vehicle, is made from a single casting. While the side boards and rear flaps are finely engraved, there are only a few recognizable folds on the canvas cover.

The cabin of the more modern D290F has been well replicated even though the edge of the door frame should be rounder at the top. Again, the windows have been fitted very flush as are all the separately attached detail parts, up to the sun visor. The replication of the usual orange 'M' on the roof was omitted. The air filter is correctly located behind the cabin. The reefer upper chassis is a single casting and all-important details are easy to recognize. Not only the gaps in the doors and the handles were engraved but also the refrigeration unit which even has a photo-etched grille.

The colour applied to both models is authentic and applied faultlessly. Lettering and logos of the decorations are applied legibly and are sharp, or are decals. Even though there are already several models of Saurer lorries available in 1:50, these examples are the first commercial vehicles of the rich-on-tradition brand. The enlargement from 1:87 to 1:50 could have been made a bit finer. Perhaps Autocult, the exclusive supplier for Arwico, had the better know-how.

Low-deck semi-trailer «Kübler» from WSI

Nooteboom Euro PX

by Carsten Bengs

The Nooteboom Euro PX low-deck semi-trailer from WSI has been released in the typical nice green livery of the Kübler freight hauler and it is highly detailed, as usual. WSI has released this model in the newest version with two oscillating axles ...

The Euro PX low-deck semi-trailers stand out because of their higher load per axle in most European countries. They have a wider, deeper excavator well and excellent manoeuverability. The documentation included with the model is very nice to see. It gives extensive background information about the prototype as well as the model. Very nicely done; the model is convincing because of its high degree of functionality and true to the original detailing.

The surface of the trailer deck was made prototypically as a skid-free surface with simulated wood grain. Just as positive are the easily seen little dummy tie-down rings used to secure the load. The loading deck extends for wider loads. The little openings for the extensions are only embossed on the surface however, the extensive accessory pack includes 14 stakes that can be inserted into the drilled-out holes so they can secure the various loads.

The two axles of the trailer run very smoothly and have a sufficient turning radius. Small tie rods underneath the deck ensure perfectly parallel running. All of the axles are made of metal, pressure accumulators on all axles are hinted at, and the rims coincide with the original.

The gooseneck on the original would have small hydraulic cylinders to adjust it. The model is just as detailed with control elements and over-wide warning sign plaques. The hose harness to supply the trailer is included and would be connected with the dummy hydraulic system on the gooseneck. The top of the gooseneck has a skid-free surface. It is very nice to see that the lid of the toolbox opens and that there is a spare tire.

As we are used from WSI, the model has extensive lettering on all sides with operating instructions, and warning label decals as well as many logos for the Spedition Kübler Company and, of course, Nooteboom. Mudflaps at the rear axle and warning labels round out the details at the rear. Here we also find the warning sign 'Caution, vehicle makes wide turns', as well as the suitable license plate SHA for Schwäbisch Hall. Warning beacons and side running lights complete the details.

For especially long loads, the trailer can be extended to reach a total length of 40 cm, without a tractor lorry.

The tractor lorry that comes with the set is a prototypical Volvo FH5 Globetrotter XL with a 6x4 chassis. It is convincing with its many details and perfect lettering. Hiding beneath the cabin there is a very detailed replica of the engine that even has a printed-on Volvo logo. The details of the motor are exactly modeled.

A look into the cabin interior gives an idea of the many details that provide a high degree of comfort for the driver. Mirror, window wipers, and lighting are included. The mirror was very elaborately made and the four front lights ensure plenty of light for driving safely. Warning beacons including the license plate round out the perfect details. Even the supply lines behind the small heavy-load tower have been included.

With the Nooteboom Eurotrailer PX and the Volvo tractor lorry, WSI has released yet another nice low-deck semi-trailer tractor combination. In the paint scheme of the Spedition Kübler which is sought after by collectors, it looks especially nice.

Lorry crane from WSI in 1:50

Palfinger PK 165.002 Tec 7

by Carsten Bengs

With the new Palfinger PK 165.002 TEC 7, WSI released a finely detailed model of the Austrian manufacturer's second-largest lorry-mounted crane ...

The prototype of the 120 mt (metric ton) class can lift a maximum of 32 t and has a maximum reach of 36.10 m. It can easily compete with mobile cranes and stands out because by being mounted on a standard lorry chassis, it has a high degree of mobility.

WSI has made a highly detailed and functional model of the massive crane. The Palfinger P-profile for a light, torsion-resistant boom system is easy to recognize. The maximum distance reach of 21 m, or over 40 cm on the model, is like that of the original and is augmented by the fly Jib. With this, the prototype reaches 36.10 m. The model does not quite reach that distance because only four segments are replicated on the fly jib. Although a further three are only hinted at (probably due to the strength of the material in the last telescoping segments in 1:50), this does not distract in a major way. The model can also be rigged up without the fly jib which gives it a high degree of flexibility.

All of the telescoping segments are made from white metal and the proportions look very good. They are continuously variable when being extended and remain in the chosen positions without any problems. The good-looking hydraulic cylinders on all of the nine telescoping segments are made of white metal and a black metal tube.

Massive hydraulic cylinders on the base of the crane and smaller ones on the fly jib allow the boom to remain firm without sagging, even at the furthest extension. The original, when extended to 21 m, can still lift 5 t including the fly jib, a remarkable achievement. During the drive to the next site, the mighty boom folds down very compactly. One should take good care during the process of compacting the crane into transport mode and not exert too much force on the cylinders. These are a bit sluggish and there is the danger of bending them if too much pressure is applied.

The Palfinger Power Link Plus System with the double knee levers between the main arm and the main arm and crane pillar are also easy to make out. With this arrangement, the distance between the bolts and the cylinder guide remains always the same ensuring a constant lifting motion. A dummy lifting winch is also on the model.

The lettering on the crane is convincing. There are several logos and warning label decals. Even assembling instructions on the supports and operation instructions on the very finely done control levers are sharp and legible. The hydraulic lines running between the cabin and the crane are also outstanding. The Palfinger lettering can also be found on the very tiny cylinders at the fly jib.

A suitable carrier lorry for the crane is a four-axle Mercedes-Benz Arocs MP5. The steerable front axles give the model a tight turning radius. The drive shaft has been nicely replicated and the side tanks are also on the chassis.

The cabin tilts and gives an excellent view of the engine mock-up. Mirrors and antennae round out the details and there are some nice window wipers. In the satin-black colour scheme with the shiny Mercedes star, the high-quality model looks very valuable.

The model is supported by four support legs during operation. These can be double-telescoped and give the unit a solid stand. In addition to the four side support legs, there is a fifth one in front of the driver's cabin. The supports are also made of white metal. While the lorry is driving, the four side support cylinders are folded upwards. During their use, they are held securely in the correct position and with small bolts.

With the Palfinger PK165.002 Tec 7, WSI has released a further nicely functional, finely detailed model. The perfectly replicated kinematic of the original in 1:50 scale is truly impressive. The carrier vehicle in its chosen colour scheme gives the model the high-quality look it deserves.

Topless from Conrad in 1:87

Potain MDT 809

by Carsten Bengs

This model of the Potain MDT 809 Topless crane from Conrad appeared very surprisingly in the summer of 2023. The prototype has a maximum carrying capacity of 32 t and a remarkable reach of 80 m ...

Despite the scale of 1:87, the dimensions of this model are remarkable; the original has a reach of 91 cm or 80 m. All other measurements were correctly transposed to scale.

The model belongs to the Topless cranes. There is no tip on the tower thus the erecting crane can be smaller because the required lifting height is short and thus fewer lifts are required.

The assembling of the boom is also simpler as there is no guying to be installed. Notice that there is a new way of assembling the tower because the usual little bolts are not used. The three tower segments attach to each other problem-free with a new kind of sliding mechanism resulting in very stable connections. However, frequent assembling and disassembling are not recommended because the connectors would become too loose due to their small surface The tower is made up of three elements and reaches a height of 55 cm to the slewing platform or 47 m. The tower stands very securely on the cross-beam feet. 20 massive concrete blocks made of metal ensure a solid footing; the original would be ballasted with 144 t. All of the tower segments have ladders and escape platforms. The small, dummy slewing motors would allow for smooth turning action on the original.

The operator's cabin is attached to the side and has a detailed interior with a seat, levers, and a floor window. The window wipers are hinted at but easy to recognize and the Potain logo is prominently displayed on the cabin side. A maintenance basket with fine railings hangs on the opposite side of the boom.

The counter jib is attached with small bolts. It is also huge with a length of about 30 cm or 27 m, and the ballast ensures that the crane is kept in equilibrium. The prototype has a modular design so that its length is flexible and can be adjusted according to the required boom length, however, this is only hinted at on the model.

Perforated running boards on the counterbalance boom and the small metal handrails give the unit a realistic look. At the end of the counterbalance arm is the massive winch unit with a sufficient rope supply and a dummy power unit. The weight of the winch is especially noticeable. This weight, together with the ballast,

ensures that the crane stands very stable. The ballast is made from one complete element and would weigh 46 t on the original; unfortunately, here the single elements were not replicated. There is also a small crane for maintenance or service work.

The hook on the model can be shown rigged up for two or four cable strands. On the prototype the re-rigging is automatic, but the sheave roll always stays on the hook. The small assembly feet on the hook block are very nice to see. All rope rolls are made of metal and turn easily. The small cast white metal protective personal basket on the boom trolley is just clipped onto the trolley.

Conrad made the boom very nicely. It assembles to a maximum of 93 cm, like on the original. At the bottom cords, little hooks ensure a simple and solid connection, on the top little plastic bolts are used for the same purpose. This way the boom sits completely level without even minor sagging. Overall, the boom is made up of four segments, so a shorter assembly is not possible. We really liked the thin perforated running boards on all the boom segments. They are made from perforated metal and look classy.

With the Potain MDT 809, Conrad is presenting a huge model in 1:87, thrilling because of its functionality and details.

Tips and tricks around display cases

Displaying – but how?

by Daniel Wietlisbach

Collectors accumulate models, and then more models, and again more models, and then finally, the question arises about how to display them …

We are showcasing solutions and ideas from our readers and our authors, in no particular sequence. The spark for this subject was a reader who wrote in to ask if we perhaps could recommend where to buy display cases. I concluded that this could hardly be answered reasonably because there are so many suppliers. Also, the requirements are very individual and differ depending on the situation. If you collect mining models you have different priorities from someone with smaller models. Also, there are marked differences concerning the available space on each shelf, depending on whether lorries or construction machines are collected. That is why I hand over the pen to those who have creative ideas and would like to talk about them. If the theme is to 'exhibit models' then it does not necessarily follow that it has to be in display cases. Whether we continue further with this look at display opportunities depends also on you, the reader. We are open to conventional and unconventional ideas. Please feel free to contact us about your ideas.

Tom's display cases

First off the mark is our author Tom Blase, known for his driving log reports and the construction of dioramas: „I find that display cases in lovingly decorated living areas are not always tolerated by one's spouse which means, (unfortunately) no large and representative display cabinets for my models in these spaces. A buddy of mine recommended the company called 'Vitrinenschmidt' (display case smithy). They offer suitable display cases for every collector whether they collect measuring sticks, golf balls, Zippo lighters, model trains, or car models.

This list alone should be enough to awaken curiosity and a visit to their home page which supplies many chuckles and some head-shaking too. There is a wide field of standard

display cases in all possible configurations, but also cases made-to-measure, as in my case. The frames are made from untreated Multiplex (special Birch Plywood) material. The back is constructed from HDF (High-Density Fiberboard) with a white coating or UV printed on. The sliding glass doors are Plexiglas. Mounting hardware is included. The quality of workmanship pleases my inner carpenter. The prices are affordable and correspond to the quality offered. If you have a dusting brush (available from shops) and glue it into the gap between the overlapping Plexiglas doors you have a 100% dust-free display case. These cases are not for the 'big reveal' but those who want their models inconspicuously around them without their beloved spouse disputing the costs will be happy with these Multiplex jewels. Nowadays, all display cases are also available with LED lighting.

Sven's plastic tubes

Those who know the unique collection of our reader Sven Ullrich (Collector's Portrait 2-2016) also know his space problem. He found a crafty, creative, and up to now unique solution for his problem which he is glad to share: "If all the walls of a room are full with display cases, then one has to change one's viewing angle. The ceiling was the last free space available and right away I thought about how I could attach display cases there. A short search on the Internet returned the fact that there are many sellers of Acryl or Plexiglas tubes. I thought about which models I could display in these tubes. I didn't want the diameter to be too large as it was important to be able to walk underneath them without hitting one's head. I settled on tubes with an interior diameter of 144 mm and, as a test, ordered three 150 cm long tubes. In the DIY store, I purchased the necessary hardware including tube clamps, screws, and plugs.

My hard basement ceiling wanted to put a damper on my efforts, but with a borrowed hammer drill I was finally able to hang the tubes from the ceiling. I closed the ends with foam plugs. Now my 24 different Liebherr R 917s from NZG stand are neatly sorted in chronological order in the three tubes. I now enjoy my models every time I look up and think that the effort was worth it.

From the Diary of a Long-distance Driver

Paul Friedli touring

by Erich Unterweider

Paul Friedli was a passionate long-distance driver who kept a diary and collected documentation. We are very happy to publish some of the diary on these pages ...

Paul 'Pablo' Friedli lives in Münchringen near Berne. He was born a farmer's son and even as a young child was fascinated by engines. A lot of his family's farmland ran along the highway which was an advantage for Paul because while working on the land he could look down at the heavy lorries rolling by. Much to the chagrin of his father, Pablo had been dreaming for a long time about driving long-distance lorries. His enthusiasm for music helped him to forget being angry about his father for a while. He played percussion and drums and was in a brass band. While he did begin his training as a farmer, eventually Pablo had to make up his mind. Would he turn to music or would he prefer to become a long-distance driver? There was a key moment in the second year of his apprenticeship in which his mind was made up. When a driver arrived at the farm to load potatoes, he had to back up around a corner and up the steep side road to the farmhouse. Then he knew how the future would look. He was fascinated as he observed the dri-

ver, and thought, "One day, I will be able to manoeuvre this type of lorry and trailer combination to the loading dock just like this driver!"

First trip

After the completion of his farming apprenticeship, Pablo stayed for three years in this profession. He worked for a Landwirtschaftliche Genossenschaft (Landi) (farmers' co-operative) in the area and, in parallel, did his lorry driver's license. Regretfully, there was no opportunity to work as a lorry driver at the Landi.

His first trip as a driver occurred on Christmas Eve 1981 when he subbed for a colleague of his father. His job was to use an old Dodge animal transporter to take two horses from Western Switzerland to a place near Winterthur. "Actually, I did everything that one could do wrong," remembers Pablo. It started with inserting the Speedometer disc, which he set to the number 1 instead of 13 because he started his trip at 1:00 p.m. In Zurich, he got stuck on a steep part of the road because he could not shift gears on the right-hand-steered Dodge's unsynchronized gearbox. An uncomfortable situation and also for the horse who had problems remaining upright on the surface of the truck's metal bed. Finally, despite everything, they reached their destination and Paul found his way home through the snowstorm that had started.

Long-distance driving life

February 1982, and the young driver was on a job search. He applied at a company that drove primarily inside Switzerland but sometimes to France or Italy. The company owner pressured him for a quick decision. Paul promised to contact him as soon as he had made up his mind.

Another job interview at Brechtbühl in Berne ended rather disappointingly, as the pay and the mostly internal Swiss trips were not especially exciting. In the evening of the same day, Paul's brother came home from the theory lesson for his own lorry license with a slip of paper on which was written a telephone number and said, "Why don't you call them? Apparently, they are looking for some drivers again!"

During his break the next day, Paul called the number. The conversation was very promising and Paul said he would introduce himself that very evening because he was under time pressure. The drive to Kerzers proved rewarding because the job was his by handshake. Paul began his long-distance driving apprenticeship at Krummen Kerzers in April of 1982. His first lorry and trailer combination was a Volvo F89, a vehicle that once belonged to Wüthrich Worben.

Dust daily

The F89 was almost a kilometer millionaire and had a rust hole in the co-driver door through which one could see inside the cabin. Dusting became part of the daily routine. In the beginning, many trips went to the Netherlands, usually with return freight of plants, and soon the first trip to England followed. In the Dutch port of Scheveningen, loading space was very limited and one had to back on to the ferry to England. His co-workers recommended that he attach the trailer to the front of the lorry and push it on board. While he did follow the advice, he never repeated the manoeuver because as a farmer's son, he was used to driving backward with a trailer.

Only a half year after starting with Krummen, the dispatcher asked Paul if he could imagine himself doing a trip to the Near East. Of course, he could!

Destination Damascus

Unfortunately, all the pictures of the trips to the Orient have been irretrievably lost due to a break-in and fire in his parent's house. Only the diaries have been saved. Listed in them are the expenses for fuel, fines, and small 'gifts' needed to proceed. Paul has the best memories of these trips.

On the 29th of October 1982, Paul and a colleague headed in the direction of Damascus. Paul's load was 72 palettes of empty spray cans; his colleague had 66. Until Yugoslavia, they made good progress, but after clearing customs to Bulgaria, nothing worked without 'Baksheesh' (tips). After four days, the two reached the Londra Camp in Istanbul where they rested and enjoyed themselves for a day and a half before continuing the trip. Early in the morning, they started towards Aksaray, 700 km distant. In the evening, when parking, the headlights of Paul's truck picked up a very fresh oil slick on the ground. He tilted the cabin forward and discovered a leak in the oil line. At 10:00 p.m. the owner of the truck stop organized a taxi to a garage that could do a repair. After the line was repaired with solder, Paul was able to re-connect it and in the morning the drive towards Damascus continued. The next day they reached Bab al Hawa and with that the border to Syria. Then there was a forced break of three days until Visa and customs clearance was obtained. Next, the vehicles were lined up in the order given to them and the military escorted the lineup to Damascus. However, the convoy

proceeded only haltingly, as they had to wait for vehicles from Lebanon. When they finally arrived in Damascus, they found a spontaneous celebration of the rain that had returned after months of drought. This resulted in the customs office being closed for two days. Only on the third day was the customs duty on the spray cans paid and the palettes unloaded into a shed at the customs office.

The return trip, with obstacles

The return trip could be done either in a convoy or independently. Since both drivers had found the convoy to be cumbersome, they tried to do it by themselves. Progress at first was good and they quickly approached the city of Homs but then the road conditions started to deteriorate. They felt a bit unsure but nonetheless decided to follow the road. The trip ended in the middle of the night at an army roadblock. Despite having only sparse Arabic, they managed to convince the soldiers that they were on the way back to Europe and had lost their way.

It turned out that they had entered Lebanon undetected, but with a little baksheesh, the problem was solved. With a Lebanese Army co-driver, they proceeded along the road in the mountains until they found a place where they could turn the lorry and trailer combinations. Then the trip went back to Homs and to Bab as Hawa, where, after four hours of sleep, they cleared customs. Back in Istanbul, there was even time for a visit to a bazaar where Paul purchased two carpets.

Then, in the former Yugoslavia, they ran out of the so-called 'diesel procurement stamps'. After a day and a half, they finally found 40 liters but in no way would last all the way to Italy. Thanks to a few dollar bills, the tank was finally filled as if by magic! Passing through the big cities of Belgrade, Zagreb, and Ljubljana they arrived in Italy, where once more they enjoyed a 'real' Italian meal, a welcome feast after a long journey.

In Italy, the two drivers parted ways, and Paul loaded three lots of freight destined for Germany. On Friday evening on his way to a weekend at home, the dispatcher implored him to turn around immediately and do a trip to England because no other lorry was free at the moment. Paul agreed.

A break in London City

The trip to Oostende in Belgium and the ferry trip to England went smoothly but at the customs check there was a delay of 16 hours because the papers were not correct. The load of winches was supposed to be unloaded in the middle of the city. When he arrived there, it turned out that the address was wrong. A police patrol was able to help and found the correct address in Watford, a little outside London. After midnight and outside the allowed driving time, Paul reached his destination. The 'Bobby' allowed him to park until 10:00 a.m. the next morning, however, he would have to stay in the lorry. The policeman even wrote him a ticket saying he was parked there due to a breakdown so that he would not be woken up by every passing police patrol. Paul spent the rest of the week assembling the return freight from three separate locations in different areas of England.

Not only heroic actions

Paul received a new lorry in January 1983. It was a Scania 111 with a lifting axle and twin tires. But the start of the New Year was rather sticky. The road on the San Bernardino going south was supposed to be closed at 16:00 hrs. (4:00 p.m.) but Paul left Thusis and continued to drive at that time. He did not get far and when stopped by a police check point had to pay a 150 Swiss Franc fine.

The Albarelli Company in Chiasso was an oft-visited customer. It was located directly next to the customs yard, which had the advantage that with a correct stamp on the passage ticket, one could drive directly into the customs yard. This was a great perk, especially when there was a traffic jam. One day, Paul drove into the company yard late at night. Only the cleaning women were at work in the office and they did not want to let any visitors in. Paul was not discouraged and told them he only wanted to put some papers on a desk in the office. While at the desk, he happened to see one of the necessary stamps on a desk next to where he was standing and he quickly took it with him. With his 'own' stamp he was able to falsify access to the customs yard. As a result, the lorry was able to stand in the company yard just as long as it took for Paul to take a coffee break. Looking back today he is not proud of his actions. Not the action of a hero, but a well-known trick was to insert the Speedometer disc the wrong way around so it was off by 12 hours. When stopped at a checkpoint, the constable of course did not believe that he had been driving at 90 km/h for the last four hours, coming in from Germany. But he was not able to prove the contrary. Such behavior was of course done by the drivers and was never required by the employing companies.

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Repairs on Tekno's Volvo F12

Level a cabin

by Daniel Wietlisbach

Thanks to a model from Tekno, I again spent an evening crafting. This time it concerned the Norwegian Volvo F12 ...

I had spontaneously ordered the model whose prototype hails from the Norwegian town of Bergen because it brought back some nice holiday experiences. Tekno has replicated the F12 reefer lorry and trailer combo very nicely, matching the original closely by using their large parts inventory which at first made me very happy. Upon a second look, however, the too-large distance between the cabin and the wheel housing on the right-hand side was very noticeable. A note included with the model explained that, because of the refrigeration compressor housing, the lorry cabin could not be tilted. I had a suspicion that when the cabin was fastened in place, the work was not exactly done. First, I removed the screwed-on upper chassis box and then, using minimal force, popped off the cabin from the lower chassis. The glue used did not offer much resistance and soon I had the cabin free. It turned out that the end of the exhaust tube was filed off, probably to correct the crooked position of the cabin. The real problem was the engine which, because of paint remains, did not fit into the opening in the chassis and so was attached about 1 mm too high. I had to remove it completely, take off all paint and glue traces, and then re-insert it. Now, the cabin sits perfectly level.

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Peter Veicht models

Demag TC 140

by Robert Bretscher

Where and when Peter Veicht first saw this Demag mobile crane is unknown. What we do know is that he created a unique and beautiful model of this lattice mast crane ...

Maybe Peter Veicht just simply liked the aesthetics of the crane with its elegant rounded shapes or perhaps he was impressed by the lifting performance of this machine. The impressive work performed during bridge building in the mountains had no equal. The Thum crane company was founded in 1962 by Albert Thum as a towing service and continued to operate until 1982. Because Peter Veicht and the son of the founder, Oliver Thum, knew each other from the model building scene, Peter discovered several interesting crane stories. Under the spell of Oliver's exciting stories with the mobile cra-

ne, Veicht decided on the spur of the moment to start a 1: 50 model of the subject. It has to be understood that as a workshop space, he had available to him only a dark corner in the basement, or the kitchen. There, like magic and using limited tools, he created wonderful models.

Some years ago, during a Bauma in Munich, Veicht presented the finished model to me. I liked the well-proportioned Demag mobile crane in its typical Thum style and colours, inclusive of the slogans printed on the original, at first sight! The perfectly shaped brass upper chassis and the four-axle lower chassis from Faun with the large profile tires were nice to look at. The four axles oscillate, and the front double axle is even steerable. An additional toolbox and a round compressed air container are attached on both sides. The four massive supports with inside threads allow for a step-less adjusting of the support plates and ensure the safe stance of the mobile crane. The well-known Siku model, used for the alterations, is only recognized by the cabin.

On top of the Faun chassis, the Demag is completely soldered together from brass and copper plates. The very lacey lattice mast can be extended with two additional boom parts. The specially shaped Demag sheave head at the tip, equipped with the two pairs of sheaves, is well reproduced and true to the prototype. The guy wires running down from the mast are correctly attached to the A-frame which looks hefty on our model, just as on the original. Furthermore, the sheave block can be retracted in transportation mode so that the transport height of the unit is reduced. Three winches work on the upper chassis. They control the lifting action and the movements of the main mast and move the boom and crane hooks safely to any desired position. The three winches have been equipped with strong pressure springs. A small screwdriver is all that is needed to make all the crane movements. Thanks to the great weight of the unit and the working support legs, it is possible to lift some impressive loads and also move them around.

Scratch building superlative

Lima HC65

by Henk van Melzen

Without any exaggeration, when it comes to scratch-building lattice masts, cable-steered machines, and cranes, Henk van Melzen can be called a specialist. His models are known even far from the Dutch borders ...

Lima BHL, (Lima Baldwin Hamilton) was a large machine factory in the US that along with cable-operated excavators also built cranes and locomotives. The Dutch distributor for the brand and all the products was Spoorijzer in Delft.

The Lima HC65 with dragline equipment weighed around 45 tons. Its boom was 18.3 m long and the drag-line bucket had a 2,000-liter (2 m^3) capacity. An engine from GM supplied power for the unit.

To research prototypes I like nothing more than to look at the original machines and I knew that Haukes had two of these excavators listed. Yet another was supposed to be running at A. Hak in Ridderkerk. Unfortunately, none of these machines was preserved. Herman Haukes founded a creamery in 1909 and in 1918 added a freight-hauling business to transport his butter and cheese products to his customers. Two years later, the freight company took its first transport outside of the company. Hermann Haukes and his two sons Theo and Joep founded a civil engineering company in 1950. The company fleet had some cable-operated excavators

and dumpers from Euclid, Mack, and, later on, Volvo.

The company was mostly involved in hydraulic engineering projects, construction of new highways, and quarrying sand. After the flooding catastrophe in Zeeland in 1952, the company took on several hydraulic engineering projects to prevent further flooding. Hauke‘s machines were also seen abroad. Unfortunately, the earth excavation segment of the company went into insolvency in 1977, however, the brothers began anew with a transport company for the transportation of stones.

As a basis for my model, I had only a few pictures preserved by Haukes from that time at my disposal. I began with the construction of the upper chassis.

Model construction

My preferred materials for model construction are the many different profiles made of Polystyrol plastic such as those from Evergreen. Additionally, I like to use brass wire in several diameters, and corner profiles made specially for the construction of booms.

As I already explained for the model of the Hovers MH-23 (see Laster & Bagger 6-2022), the inside of the upper chassis with the winch drums and the fairlead was built as a separate element, which later on made the painting and assembly much easier. This ‘heart piece’ did have to fit, but not too snuggly, between the cabin elements of the upper chassis so that even after being painted it would still fit.

For the massive counterweight to fulfill its function properly, it was crammed full of screws. On the original, it weighed 19 tons, and for my model, I planned to build a metal lattice boom so that some ‘real’ weight was needed as a counterweight.

I also wanted to detail the interior. For the levers in the cab, I used some brass wire and for the very tiny (in model form) diameter hoses of the pressured air steering lines I used the finest brass wire I could find.

I had great fun replicating the huge track drives. Using drawings and prototype photos, I was able to construct these parts with nice details. The tracks, which do not run, were made from plastic sheet stock as was the drive wheel with sprockets, and the chain. How I make those I have already described in the article on the Hovers MH-23 so I do not want to repeat myself here. The central X frame was filled with screws to improve the stability of the model.

The construction of the lattice boom turned out to be very intricate because Lima used inside-braced diagonal struts on their booms. On the original, this is supposed to control the torque forces which could twist the boom. It is not easy for the model builder to duplicate this feature. But great was my joy when the brass and soldered-together boom was finished and ready for priming. The boom head and a few details were made from plastic sheet stock and profiles. The whole boom is made up of footing, intermediate, and headpiece, each element measuring 6.0 m on the original.

While the fairlead was made completely from plastic for the smaller parts of the bucket guide, I again used time-consuming intricate soldered brass profiles. The connections between the chains and cables with the heavy 2 m3 capacity Hendrix bucket had to be just as solid as on the original. The chains are brass, and the bucket itself is again built from plastic profiles. The many holes in the bucket had to be drilled by hand. Definitely, a matter of patience. On the original, they reduced the overall weight and also allowed water to flow out of the bucket when excavating from water.

The model was completely assembled before painting, as I always do, so even the smallest mistakes can be spotted and repaired. Luckily, everything on the Lima HC65 fitted as it should so I was able to disassemble it and thoroughly clean all the individual parts before painting.

Because I did not know of any extant original machines, I had to discern the correct colour scheme using old photos and sales brochures. Hans Witte helped me with the making of the decals, which, fortunately, were only black and white so making them was a little less difficult. Painting and lettering went very well and I rejoiced when the finished model stood in front of me.

The great-grandfather of quick erecting cranes

Boilot BP 2020

by Wilfried Schreiber

One of the great-grandfathers of today's quick-erecting cranes with folding capability comes from France. We were able to observe the setup of this interesting prototype in model form …

The Boilot BP 2020 was a trolley-equipped boom crane with two hooks heights of 20 and 24 m that has a reach of 20 m, a lifting capacity of 900 kg, and a maximum carrying capacity of 2,000 kg. It was possible to transport it either with a partial concrete ballast or a fully ballasted gooseneck-steered axle at a speed of 25 km/h. The axles could be removed quite easily from the straddle beam undercarriage by removing the bolts, then the same chassis could be used for other cranes from the same maker.

After the crane arrived at the construction site, the boom was first unfolded sideways and bolted together, and the trolley cable tensioned. Then, to get the crane to sit on the underlay material without the aid of lifting jacks, air cushions, or the like, it was designed to push itself up, using an ancillary foldable A-frame located below the bottom tower segment. After the four spreader bars were unfolded, the crane was ready to be set onto the prepared underlay material. For this procedure, the A-frame of the boom and the two side ancillary assembling arms had to be lifted using the erecting cable winch. To prevent the backward collapse of the A-frame, it was slowed down by moving the trolley forward on the boom using an ancillary connection cable between the trolley and the boom guying cable.

Following the lowering of the crane onto the underlay material, it was possible to unfold it in one go to the hook height of 20 m, whereby the boom was lifted into a level position without it ever touching the ground. This could be accomplished even in very tight spaces The crane could slew in all directions during the assembly. Between the two assembling assistance side arms on the upper chassis ran a trolley pulled upwards by the erecting cable; it supported the assembling process.

To gain the maximum hook height of 24 m, the crane could be fully extended by using the boom trolley winch and then bolted together while still lying horizontally. The trolley which has a powerful motor designed for this purpose, was attached to the foot of the crane tower. Only then was the crane folded out and the guying bolted on. After taking the pressure off the assembly assisting winch, the gearbox could be switched to the lifting position by operating a lever. This meant that the trolley on this type of crane helped during the assembly which was at that time a complete novelty as was the tower's folding technology. The crane was ready to work within one to two hours which was tremendously fast for the times. Boilot–Petolat (BP) can be called the true grandfather of this crane technology. It was adopted ten years later by other makers such as Pekazett.

The French company Boilot was founded in 1940 in Puteaux, and in 1958 amalgamated with Petolat (founded in 1883) from Vivarais and Dijon. The company was then named Boilot-Petolat (BP). Boilot built the first climbing crane in 1952 using the climbing process whereby complete tower segments could be added to the tower. At the beginning of the 60s, the light blue self-assembling crane with folding tower from the BP construction series described above began serial production in several sizes. This was a complete novelty. It was also available with a self-propelled tracked chassis as with the largest of the series, the BP 1000 30 with a 30 m reach and 10 t lifting capacity. In 1977 Boilot was taken over by the French producer BPR which further developed this series of cranes.

Today we can find the technology developed by Boilot on almost all crane makers, however, a hydraulic system for the unfolding of the boom and the tower assembly is used no-

wadays. On the author's diorama, we can see the model of the Boilot BP, scratch-built by him using metal and plastic parts as well as the lower chassis and axles from the Liebherr 32TT from NZG. Additionally, many ideally suited parts from his spare box found their way onto the model during construction. This crane model was an absolute must-have for his collection, because the original, over 40 years ago, was the first rental crane in his rental crane fleet.

New on the market

Conrad/ Eberhard 1:50

The birthday model of the Eberhard Company for 2023 was a MAN TGS with a concrete mixer upper chassis by Schwing Stetter. Those who do not work at Eberhard and therefore were not gifted the model can now order one in the shop of the Ebianum (mailed only within Switzerland) or from the owner of Setec-HTM. This time it is the first five-axle concrete mixer lorry from Conrad and the advertising promotes concrete that allows for the full circle of construction in that the construction materials used are recycled and used again in the building process. The concrete mixer lorry is an exact replica of the original; even the license plate is authentic.

Siku 1:50

The Mercedes-Benz Sprinter from DHL is a freight carrier in the broad sense. The original is part of the common daily picture and so will quickly find many friends both young and old. As a toy producer, Siku has given the Sprinter five openable doors. If that is not enough openings, or if a cargo gets stuck inside, it can be reached once the roof is taken off. In this way, the Sprinter box van offers pure play value.

Heavy Haul Replicas 1:50

The fantastic models from this new manufacturer are currently inspiring many collectors. The Mack RD800 from „De Berardinis" shown here is just one example, albeit one of the most beautiful. In one of the next issues, we will present more models and also look into the question of who is behind them.

Our partner page

New visitor record at the Ebianum

At the end of November 2023, the Ebianum excavator museum and events site in Fisibach, welcomed its 50,000th visitor. This number is approximately 10,000 more than in 2022! The large swap meet is scheduled again for April 27th and in May 2025 when the Ebianum will celebrate its tenth anniversary! If you like to tinker with old machinery, then you can contact the EbiO: hansruedi@eberhard.ch. On the first Saturday of every month, the old timers get the care and attention they need.

At the end of August, a heavy-duty transport brought the Caterpillar 775B Quarry Truck from the Detzeln porphyry quarry to Fisibach. There is a short video clip on YouTube (see the QR code). After 33,000 hours of hard use in the quarry, the rigid frame dumper is now in retirement at the excavator museum.

During the upcoming year, a Caterpillar 245 backhoe excavator produced in 1984 will join the museum line-up. It was the last of the 245 machines still in use in Switzerland.

Die TOPAS Tankzugmodelle

by Andy Andresen, Thomas Höing, and Uwe Sander, published by Qin International GmbH, format A4, 334 pages, 1025 colour pictures, softcover, limited signed first edition,
ISBN 978-3-00-076118-8

Three collectors deliver a heavy tome about vehicles that many are familiar with from their childhood. The Topas tanker lorry models were available in countless colours and lettering variations. Upon its first appearance in 1987, the original caused quite a stir. The safety tanker lorries were developed over seven years and raised the safety factors of liquid fuel transports to a new height. The book is designed as a collector's catalogue and shows all versions ever produced from all sides, even faulty production runs. This extensive work is based on the collections of the three authors, who, following the release of Siku's first models in 1989 searched for all variations. Research, planning, and production of the book took over four years. (dw)

Jahrbuch Kommunalfahrzeuge 2024

several authors, published by Podszun Verlag, format 24 x 17 cm, 144 pages, 280 pictures, softcover,
ISBN 978-3-7516-1091-9

The mixture of vehicles in the fourth yearbook of communal vehicles is weighted in favour of lorries and Unimogs; tractors do not show up directly. A performance show at the Unimog general dealership of RKF Bleses soon followed. The Güldner Hydrocar is shown in detail. In Nuremberg, MAN vehicles are a logical choice for use as home waste removal. The Allroundmaster takes care of the cleaning out of water drainage catchment boxes. In Croatia, Unimog is also very busy with road maintenance. The communal vehicle of the town of Münster is a further topic before the new items from Bucher Municipal are introduced. The book finishes with the well-known Swiss Astra Bridge which while supposed to prevent traffic jams, produced even larger ones. (eu)

Jahrbuch 2024 Schwertransporte

several authors, published by Podszun Verlag, Format 24 x 17 cm, 144 pages, 280 pictures, softcover,
ISBN 978-3-7516-1095-7

The 20th issue contains six stories of the transport sector. The first one is about the German A1-Rhine Bridge which had to be replaced because it could no longer cope with today's traffic. Next to Switzerland where a large indoor crane had to be transported from Spain to Lake Geneva for further work. Another story shows an old railway bridge near Darmstadt which had to be lifted out so that it could be replaced. Probably the most unusual transport good was a retired U-Boot (submarine) of the German Navy which had to be transported from Kiel to Sinsheim. The last item is the transport of ready-cast concrete beams from Tafers (Canton Fribourg) to Zurich through narrow roads and past parked cars. (yu)

First-class Refrigerated Transport

by Torunn Garder und Ole Jørgen Grønlund, self-published, format 21.5 x 30.4 cm, 166 pages, about 180 pictures and Illustrations, English language, distributed by Tekno dealers,
ISBN 978-82-690616-28

As the sub-title promises, 'Stories from Sties Termo Transport' is a book full of incidents and anecdotes from the history of the company. Øystein Stie began in 1957 with a Scania L71 lorry and trailer set and with Frionor he found his first customer. At the time, the producer of deep-frozen products was not happy with the reliability of the railway transports so he sent Stie to Vienna for the first time. By the time the company was sold in 1986, it had grown into one of the most important transportation companies in Norway. The new owner A/S Kosmos did not have a lot of experience in this specialized area and sold the company three years later to the Nor-Cargo AS. (dw)

News in brief

Ford F-Line

Ford Trucks International introduced its newest products and technologies at the Solutrans trade fair in Lyon, France. Among the offerings was the new F-line which was noticeable because of its interconnected vehicle technologies, advanced safety functions, comfort, and modern design. The new series, based on the Ford Cargo, is made up of three segments: road vehicles, construction vehicles, and tractor lorries. A large palette of options from 4x2 to 8x4 is available. Optically, the F-Line has been adapted to look similar to the F-Max. Forward-thinking safety systems de-stress the driver's life, for example, the emergency brake assistant recognizes pedestrians, and the Tempomat is adaptive. (eu)

Iveco goes electric

A short while ago, Iveco revamped its whole production program. Especially noticeable in this facelift is the finer and a bit more 'Sci-Fi-like' lettering. The producer has reworked the aerodynamic features of the New-Way production series and the rear-view mirrors have now been replaced by cameras. In the cabin interior, the vehicles shine with their fully digitalized cockpit and touch screens. Diesel models are available as before, and the new 13-litre Cursor engine has improved efficiency. A fully electric version is coming as well; it will accompany the Metallica Tour of 2024. Because Iveco is the exclusive partner of the 'Tour 2024' it not only supplies the tractor lorries, but also some small, alternative-powered buses. (eu)

Caterpillar D11 # 6.000

Almost 40 years ago, in 1985, the first D11N bulldozer rolled off the production line in Peoria, Illinois, USA. The successor to the legendary D10 turned out to be a best-seller for Caterpillar. At the end of October 2023, the 6,000th D11 left the factory destined for a customer in Australia! 120 to 170 units are produced every year. The first D11N had a working weight of 97.5 t and a power output of 770 hp. By 1997, the engine performance had increased to 850 hp and the working weight had risen to 104.6 t. These numbers are still correct for the newest D11s introduced during the Minexpo 2021. The D11 XE with diesel-electric power is still in the testing phase. (up)

Develon DD130

In 2022, Doosan introduced its first bulldozer in the United States, the DD130 with a working weight of 10.7 t. During the 2023 Las Vegas Conexpo, Develon, formerly Doosan, unveiled the new DD130 with a working weight of 15.3 t, including the Ripper and LGP blade. Since September, this version has been available in Europe. To supply enough power there is a four-cylinder Perkins engine with a net power output of 108.7 kW (145.8 hp). Two LPG blades are available with widths of 3,300 to 3655 mm, respectively, as well as an XL blade of 3105 mm. Accordingly, 710-, 760-, and 560-mm wide grouser shoes are available. (up)

Komatsu GD955-7

Komatsu introduced the new Mining-Grader GD955-7 with a maximum working weight of 48.6 t in Australia this October. The market segment for it is between the Caterpillar 18 (38.5t) and the currently largest Grader 24 with 79 t of working weight. The GD955-7 is equipped with a 5.5 m- (optional 6.1 m) wide blade. The built-in engine complies with the exhaust protocols of Tier 4 final and produces a net 311 kW (417 hp). The transport tracks on opencast mines are three times as wide as the largest mining dump truck which is why larger graders are needed to maintain these roads. Following a one-hour test drive, our photographer commented that the vehicle was very impressive, had a lot of power, had a quick-responding hydraulic system, and was very quiet. (up)

Komatsu PC8000

In Herisau, the 'Appenzeller Park' indoor playground is now the proud owner of a Komatsu PC8000-11 mining excavator. The delivery of the machinery components began in the middle of November. The machine will be the center exhibition piece in the area called 'Heavy Metal Garden'. It is a special machine for other reasons too: it is the first PC8000-11 of the Dash-11 series with a backhoe bucket and is only the third-ever backhoe version since production began. Additionally, the PC8000 in Herisau has one of the largest excavator buckets for a hydraulic excavator: 55 m3 capacity. The standard bucket has 'only' 42 m3. The Emil Egger Company located in St. Gallen was responsible for the transport of the six larger parts of the excavator as well as diverse small components that arrived in Herisau in a heavy-duty lorry convoy. The 'Heavy Metal Garden' section is scheduled to open in the spring of 2024. (eu)