Laster & Bagger

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Modelle von Lastwagen, Baumaschinen u

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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'!

Help to shape the future

Above all else, as I made my way to Nuremberg at the end of January, I looked forward to reconnecting with manufacturers. Based on all the information that I had received earlier, I had no expectations regarding new models when I entered the once 'holy' hall 7A at the Toy Show; however, things did not improve.

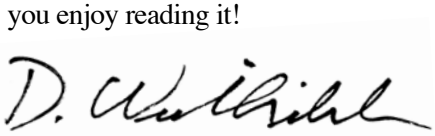
They were worse. The only manufacturer who wanted to show completely newly tooled items stood wringing his empty hands. Customs had upset his plans. The company's prototypes, specially flown in for the Toy Fair, were stuck at customs and remained there. Rumors circulating told of a computer breakdown in worldwide parcel service. Staff from other exhibits also waited in vain for their exhibits to arrive.

Given the situation, spontaneity and thinking outside the box were required so that we could produce an informative Toy Fair report. Of course, there will be more new models although not tomorrow and certainly not today. Thankfully, collectors are well known for their patience.

But what do the current model doldrums mean for Laster & Bagger? Once again, the contents of the magazine will go through a transition with a trend to fewer descriptions of new models and more general collector and modeling topics. Be prepared to be surprised, be curious, and help us by telling us your own stories, wishes, ideas, and tips!

Just think! With fewer new models there will be more time for other aspects of our hobby. Time to dust off models, re-arrange display cabinets, make repairs, finally glue on the parts that still linger beside models, re-arrange the hobby room, expand the display space (assured that better times will come again), maintain contacts, and visit hobby shows.

And of course, reading this magazine is also a good way to indulge in the hobby. With this in mind, I hope you enjoy reading it!



Daniel Wietlisbach

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Pascal Gerrits collects and builds lorries

British lorries

by Daniel Wietlisbach

As long as he can remember, Pascal Gerrits has been enthusiastic about heavy lorries. Since he and his parents went on a holiday to Great Britain, he has particularly liked the types of lorries made on the island nation. It is therefore not surprising that both themes are united in his collection ...

Pascal Gerrits was born in 1982 and grew up as an only child near Rotterdam where both of his parents were teachers. Living near the largest harbour in Europe, Pascal saw many lorries on the streets near his apartment. As a child, he watched them with enthusiasm. Dutch and international lorry and trailer combinations with their heavy loads roared past leaving a lasting impression on the tyke. It is no surprise then that Pascal's favourite play time at home was with his Siku lorries; his favorite was the Volvo F12 which was available in many variations. During the warmer months of the year, an N12 dumper was active outside in the sandbox. At the age of eight, the boy received a present of his first 'Collector's Model', a DAF 2800 from Lion Toys. In retrospect, the collector identifies this moment as the starting point of his passion for model collecting and building.

The young fan had his first trip on a lorry at a flea market. He was given a ride in the lorry's cabin as a thank-you for helping the driver with loading. The vehicle was a DAF 95 Topsleeper which is still on his list of yet-to-be-built models.

Mariner

Pascal's school years were unspectacular. Had no problems with learning and generally had enough time for his passion. Nevertheless, he did not choose a career in the lorry transportation industry. Pascal's grandfather worked as chief engineer on oil tankers and his stories from the wide world of large ships left a lasting impression on his grandson who began Naval Academy following graduation. He then studied Business Management and got a job in the engine development department at DAF Eindhoven. He took part in the planning and construction of a new engine testing laboratory, designing engines for the lorries of the future. With this work, the collector's dreams were fulfilled in many ways. However, the long hours in the office over an extended period did not suit him, so in the end, he decided to change to the more dynamic world of seafaring. For more than ten years, he worked as a Navigation Officer and then Captain on many different freighters around the globe.

Since 2014 he has been a pilot in Rotterdam Harbour. Ten miles outside Rotterdam he boards the ships and alongside their Captains steers them safely into the harbour. Because the Captains are not familiar with local conditions, they do not attempt to steer their ships on their own. When a ship is to depart, Pascal boards it in the harbour and then leaves it once having reached the high sea.

British lorries

Pascal's parents showed a great deal of understanding and supported him in his hobby. His father had a collection of small toy models from Dinky Toys, in particular British lorries like the Leyland Comet, and so understood his son's passion. Sometimes the family visited friends in Eindhoven where the DAF museum is located. On one such visit, Pascal was given his first Tekno DAF 95. It was a 6x2 lorry with a day cabin. The youngster was excited about the doors that could be opened, the steerable front axle, and the tilting driver's cabin. This model still

stands in his collection today. When Pascal and his father visited a local truck show, he discovered the full variety of Tekno and Lion Toys for the first time. In particular, the DAF 95, Pegaso Troner, and Scania 143 were of great interest to the boy so he started to save his pocket money to expand his lorry fleet. He was given further models such as a DAF 2800 and a DAF 2100 from Lion Toys for Christmas gifts. While the models did not have a company livery they made Pascal very happy.

His preference for British lorries was formed during a holiday that he and his parents spent in the United Kingdom and Ireland. There, he was fascinated by the typical English lorry brands which he never had seen before. The wonderfully nice paint schemes with outlining stripes and the interesting lettering appealed to him. Back home, he discovered kits from Alan Smith in the Modelcars shop in Rotterdam. He visited the store with his father and bought his first white metal kit, a Scammell S26, which he brush-painted himself. Like every model builder, he commenced a life-long learning process. At that time, he was very happy with his first attempt, but later on, he dismantled the model into its constituent parts and removed the paint. It has awaited re-building ever since. Many further visits to Modelcars followed with Pascal buying more and more new models with his pocket money.

Model Builder

While today Pascal calls himself more of a model builder than a model collector, it doesn't change the fact that he frequently orders ready-made models. In the main, these are British models. He prefers kits and parts made from white metal which he finds mostly at shows, trade exhibitions, and on eBay, and prefers the soft white metal over the harder zinc castings as they are easy to work with. Most of his self-built projects get finished, which is why there are hardly any 'unfinished' ones on his workbench.

For most of the altered models, the collector follows an existing prototype. He prefers to build models that are not made by a large manufacturer. The Ginaf F3328, for example, has never been made in 1:50 scale, but it is a lorry that appeals to him very much. The model was built using a driver's cabin from Tekno; all other components had to be found or scratch-built.

His favourite personal model is a Foden 4000 tractor semi-trailer combination which he discovered during a family vacation in Great Britain. His parents gave him an English magazine about lorries as a gift and in it, he discovered an advertisement for the Foden 4000. For him, it was a completely unknown lorry and he was smitten with it instantly. The model lingered on his wish list until two years ago when he finally had enough time to build it. The model is based on a kit by Smith and has all the details of the prototype. The colour scheme is completely fictitious. The model does not correspond 100% to a prototype because he aimed to create a beautiful 4000 and not a paint scheme for a particular freight hauler.

Serially-produced models go unchanged into the display cabinets. However, if they don't please him, the collector says that the saw 'gets active'. Such models are then modified until he likes them and they look correct. For example, several IMC models were completely disassembled and given new cabins and chassis.

Heavy-duty transports

The model builder also regularly builds heavy-transport models. His rarest model belongs to this category. It is a Faun and came from the collection of Rainer Markgraf (un-

The collector

Pascal Gerrits (41) completed the Naval Academy course, was a long time at sea and today works as a pilot for the Rotterdam harbour. Besides model building and collecting he also volunteers at the local sea rescue organization. He likes to pamper his MBW M2 and take nature hikes.

He is married to Evelien and is the father of their newborn son Arran. The family lives on the Dutch island of Terschelling in West Terschelling village. Pascal likes to talk with people who share common interests. Those who would like to visit him and his collection can contact him by email: gerritspascal@gmail.com

fortunately deceased). Because the collector has a flair for rather exotic models, there are Pegaso, Saurer, Renault, and Ginaf in their British versions in his display cases. There are also international lorries on display. At the moment the collector is searching for older Zon kits for Ginaf lorries. As a friend of the Dutch heavy-duty transport maker, he would very much like to make an F380.

Today, the collection consists of about 200 models of which about a third are scratch-built. This is an estimate because the collector never counts the models. Even construction machines can be found on the display shelves. These are used mainly as interesting loads but have the same high degree of quality as the transporters. For example, a Terex dumper from OHS found its way into the collection.

As a member of the well-known Dutch model car club, Namac, Pascal Gerrits has made friends with several other model builders and collectors. His best friend is also an enthusiastic model builder. The exchanges between like-minded enthusiasts serve the steady improvement of model lorry building. If needed, they help each other out with parts or the making of them. Pascal casts resin parts well. His good contacts with a few British model builders have spurred fruitful exchanges of parts between the island and continental Europe. He regularly takes parts to England, those which are hard to find there. In exchange, he receives white metal models or whole kits for lorries that are difficult for him to find.

Through his contact with Peter de Kievit, Pascal was one of the first to build a kit of the ERF European. He also helped PKC with marketing in the UK before the ERF kit was launched at the Gaydon Model Show 2019. With the sample model of the ERF in the limited „Richard Read“ version, Pascal even won the award for the „Best British Small Scale Model“ at the show, which was unique for a foreigner at the time.

Remo’s Old Iron

by Remo Stoll

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

Thanks to a lucky coincidence a few years ago, I observed this very nice wheel loader at work. While driving along a country road I stopped immediately when I spotted ‘something old’ out of the corner of my eye. I was almost overwhelmed by the joy of seeing this 70s Old-timer hard at work creating a parking lot.

Recognize the machine? Please send us its exact designation by the deadline of April the 10th, 2024. Should there be several correct submissions, we will hold a draw to select the winners. Please note that only entries with complete mailing address information can be considered so we can mail the models to the winners correctly.

This time the winners will receive a prize chosen from the following models: the Cat 315 Compact Excavator from Diecast Masters, the Bucher MaxPowa V120 Sweeper vehicle for construction sites by Conrad, and the Schwing Stetter SLM 4600 from NZG.

The solution from Laster & Bagger 1-2023

The powerful 6x6 tractor lorry in question is a Steryr 1491. The lucky winners were Mario Schalbetter whose prize was the Cat 966 wheel loader from Diecast Masters, Nadine Lücke Hannes winner of the Hamm HC 200i C road roller from NZG, and Wolfgang Werner who will receive a live-in construction container in the Kibag Company livery from MSM. Our heartfelt congratulations to all the winners!

Terberg FS12 with a Lanz-Marti trailer

‘Murpf’ for the farmers

by René Tanner

Fridolin Murpf ordered a Terberg FS12 4x4 as a successor to the very dependable Volvo N88 and N12. The vehicle will transport compost, recycled earth, lime, and two ‘waste products’ of sugar production to all parts of Switzerland. It is not a lorry regularly seen on Swiss roads. Patrick Kyburz created the outstanding model of this uncommon vehicle …

This lorry and trailer combination was frequently in use and not spared hard work in wind and any weather. It hauled quarried Jura lime to the two sugar beet factories in Frauenfeld and Aarberg in Switzerland. The return freight of lime for the improvement of farmers‘ soil was taken to the nethermost corners of the Entlebuch (remote farming area) and other agricultural parts of Switzerland. The four-wheel drive lorry easily handled winter weather and was used to clear snow in Hägedorf and the surrounding area.

The trailer made by the house of Lanz-Marti was taken over from the older long hood forward Volvos and had a three-way dumping bin. The Metanova dumping bin on the FS12 was also designed as a three-way dumper. At the time, the total weight of the combination in Switzerland was 28 tons. This lorry and trailer unit would never win a beauty contest but for driving over farm roads and in fields it was unbeatable.

Terberg FS 12

To illustrate the history of the Fridolin Murpf AG with historic vehicles, one example of each of the Volvos was put aside. One of the N12s was restored for the funeral of the company’s founder Fridolin Murpf in 2023; the Terberg and one N88 still await restoration.

Patrick Kyburz, the dispatcher at Murpf has made a model of the Terberg FS 12 in addition to other iconic examples of his company’s fleet of vehicles. The basis for the build was a Volvo FS10 from Conrad which alongside the FL10 and F16 could be purchased at the Volvo dealership shops for small amounts of cash. These promotional models were a bit on the rough side but had a lot of potential for alterations. One has to mention that then Tekno models did not have the quality standards they have today. WSI had not been created yet and accessory parts as we know them today were practically unavailable. At this time, I placed orders with Geoffrey Moorhouse of ‘HeavyGoods’ sending a cheque in a registered letter. I was overjoyed when the parcel arrived in my letterbox. Today, everything goes so much more easily; one orders by mouse click, pays online and a day later gets a notification that the item has been shipped. Shopping on the web has made our hobby quite a bit easier.

Higher

Alterations to the lorry turned out to be quite substantial because everything on the normal Volvo F5 had to be changed. The cabin was raised by 5.0 millimeters thus the front fenders had to be adapted with 1.5 mm thick plastic inserts, and this action resulted in the need for a new lower radiator grille. Patrick attached the combination front lights with indicator and daytime driving lights into the upper radiator and on the following FS version they migrated to the front bumper. The receptacle for attaching the snowplow was made from 1.5 mm plastic sheet stock.

The new raised locking mechanism for the cabin was made from soldered brass profiles and this resul-

ted in the engine being less visible. To optimize ground clearance, all components on the chassis had to be placed higher up. Battery boxes as well as the compressed air tanks, the diesel, and hydraulic oil tanks were partially scratch-built or taken from the basic model and glued on at their new positions. Typical Swiss fenders with the small rubber protective band were taken from the Tekno spares offering. Lamp brackets, a funnel coupling from Rockinger, and the air hose hook-ups completed the alteration on the chassis. New WSI tires including rims gave the model a more authentic look than the tractor-like tires of the original Conrad model. Additional accessory parts like air horns, position lights, and sputniks were found in the well-stocked scrap box.

The dumper from Metanova

Located in Creasier in the Swiss Canton of Neuenburg, Metanova was founded in 1953. They had a large portfolio of offerings; nowadays they increasingly offer Schwarzmüller components but their constructions and their bodywork are still available. In my opinion, Metanova's products demonstrated the so-called 'Röstigraben' (linguistic border between the German and the French-speaking Swiss) very nicely. The style of the producers located in the French-speaking side of Switzerland is visually very much different from the German-Swiss products. For me, personally, the latter with the nice visible ribs were always a feast for the eyes while the ones from Western Switzerland were a little bit 'flat'. But of course, everyone sees this differently. In the end, Fridolin decided on an aluminum dumping bin for the Terberg.

For the model, a retired dumping bin from Conrad was used, cleverly camouflaged, and modified by Patrick. A newly made dumping frame with articulated ball joints on both sides was the lower part of the dumping bin. New sideboards made from 1.5 mm plastic sheet stock were glued onto the existing ones and augmented with heavy-duty sideboard hinges cut out from aluminum strips. The clip-on extension boards were made from Plastruct plastic sheet stock. The headboard wall has an additional brass grille which allows a look at the load. Two tension springs for the easy operation of the sideboard walls were glued on both sides of the headboard wall and connected with 0.5 mm steel wire, and with that, the alteration process on the lorry was completed. A few years ago, alongside the nicely done Saurer 5DM, GMTS released a typical Swiss Lanz-Marti trailer that fits harmoniously with the Terberg. Only small adjustments were needed. For example, Patrick made new squared-off fenders at the slewing ring axle. Also, all the board walls were extended with the same Plastruct profile products mentioned above, just as on the lorry pulling the combination. As a final touch, the air lines were added. Other than that, the trailer was used as it came.

To give the model the correct paint job, the cabin and chassis were spray-painted and smaller details picked out with a small brush. The decals are from René Kohli (modellbeschriftungen.ch). To finish the Terberg, a heavily thinned mixed brown-grey weathering wash was applied. For an uncommon vehicle, Patrick Kyburz created a superb model and increased the model builder's Murpf's 1:50 fleet.

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Very successful cable excavator series

Northwest 80-D

by Ulf Böge

Northwest built excellent excavators and cranes. Its name also stands for the beginning of an unparalleled expansion in the construction machine trade up until today ...

A look back at former construction machine brands is sometimes a little clouded by favouritism and declarations that this or that producer is a legend. This can happen very easily. Not everything old is of historical importance, however, concerning the US manufacturer Northwest, it can be said that it was a company that had a major impact on the development of construction machines and perhaps the history of the whole market segment in which the very successful 80-D has a prime place.

In 1910, The Harman-Greiling Company of Chicago laid the foundations for the company that began excavator and crane production seven years later. With this step, the company's name also changed to Northwest Engineering Works. In 1920, the development of the first cable excavators began under the guidance of the chief engineer Paul Burke. The 1.0 m^3 excavator, type 104, was produced as an initial result of this work. Because of its success, a series of universal excavators and variants followed. Northwest cable excavators became a fixed concept in the US and a wide network of dealerships was introduced to customers all over the continent; their capabilities were held in high regard. The result was that a few years later, the brand became the second-largest excavator producer in the United States.

Constant development followed and in 1933 probably the company's most successful and longest-produced excavator joined the production line-up. It was a 70-ton excavator first designated as type 80, and from 1937 until the end of production, it was designated as type 80-D. Even now, why the designation of 'D' was added to the type is not quite clear. It didn't seem part of the type specifications as neither the weight nor the engine performance gives any clues as to why it was added.

The Northwest 80-D developed into a best seller for the manufacturer over the following 40 years. Over 2,600 units from several construction series were sold. It was also produced under license abroad. Yutani built their first cable excavator in 1947 from plans supplied by Northwest. It prepared the way for very successful Kobelco cable excavators.

Many, sometimes major changes were made to the 80-D with no change to the type designation. Between 1955 and 1976 improvements and construction adjustments were regularly made leading to the last of the well-loved versions of this construction series. In the series, the 80-D operator's cabin with its comfortable control elements was separated from the engine room. The excavator with a bucket volume of 2.3 m3 brought a working weight of approximately 69 t to the scales.

The company history

The growth of the company was not as smooth as the development of the excavator. In 1973, it changed owners and David C. Bintliff took the helm. At the same time, a second factory for the production of hydraulic excavators was opened. About ten years later, a turning point for Northwest Engineering had huge consequences. Ripples of the event would be felt throughout the whole US construction machine sector. It all started with the company going into receivership.

It was no longer profitable during the difficult economic times of 1983, a circumstance that attracted Randolph W. Lenz. His strategy was to purchase companies that were experiencing hard financial times and to put them back on their feet by investing in them. At the same time, IHB Holding in Germany went broke using a similar strategy. Lenz was

not intimidated by what he saw and proceeded to purchase Northwest. He had some very positive results when he bought FWD Corporation, a maker of snowplows and fire engines, which had declared bankruptcy. Lenz was convinced he would be lucky again. Taking another risk two years later, he bought the Bucyrus-Erie Company and returned the manufacturer to profitability.

With the purchase of Northwest, Lenz had an ever-growing construction machine production conglomerate that also swallowed the construction machine division of Terex in 1986, and in the following years of 1986/87 also Koehring Cranes & Excavators, and Loraine from AMCA as well as Unit Rig Lectra. Over six years, the Terex Cooperation was created with the addition of countless other companies including the very well-known brands of American, Austin-Western, Clark, Dynahoe, MF, Inslely, Keystone, Lima, O&K, P&H, and Schield-Bantam.

Up until 1990, the Northwest cable excavators and cranes were made in Green Bay, Wisconsin. Two years earlier, the 80-D had been replaced by the 70-D and then 95-D; however, the main focus of production had shifted to the production of cranes, and the previous line of hydraulic excavators was not developed further. The market for tracked cranes had shrunk considerably.

The result was that the company moved the assembly of the last Northwest machines to Waverly in Iowa and re-branded them as Terex Cranes, but that also came to an end in 2016. After the last crane left the assembly lines, Terex Cranes decided to amalgamate production in the Oklahoma factory.

Northwest no longer produces cable-operated machines but within many of the cranes made today is the spirit of the hugely successful brand that still resounds in the US and around the globe.

Cable-operated excavator from SpecCast

Northwest 80-D

by Daniel Wietlisbach

After a pause of 14 years, SpecCast has released the second Northwest excavator model, the 80-D. Behind this release stands the American magazine 'Toy Trucker & Contractor'. We would like to praise them for their initiative and give them the laurels and accolades they so rightly deserve …

The collectors' magazine organizes a yearly national 'Toy Truck n' Construction Show'. Traditionally, there is always a special model released for the show. The theme is construction machinery and trucks. For the 33rd anniversary of the show, the Northwest 80-D from SpecCast was the featured model.

The excavator arrives well protected between two transparent plastic half-clam shells. The back side of the model's box has information about the original, the show, and the model. Translated it reads, 'Only 1,250 units were made and no further models will be made from these molds. Whether this relates to the front scoop version only or the basic machine as well remains to be seen.

The cable-operated excavator was made perfectly to scale and leaves the impression of being well-proportioned overall. The crawler frames are made from a single casting and are richly engraved. While the five running rollers are only hinted at, the two support rollers and the idler wheels are sprung. On the rear sprocket wheel which is of the same con-

struction, there is a mocked-up power unit for the crawler tracks whose tracks are made from single, metal grouser shoes that run smoothly.

The main components of the upper chassis are metal, including the running boards and the A-frame, while the railings and ladder are plastic casts that are solid but not too thick. All doors are correctly replicated with hinges, locks, and handholds but they are not openable; this necessitated two openings on the left side to operate the winch drums. The radiator grille for the engine is finely engraved. The running boards have an anti-skid surface on the model; on the original they are grilles.

The 1970s cabin is markedly different from the rest of the upper chassis and its round shape. The sliding door operates, the flush-fitting windows have rubber seals, and the raised, cast window wipers are painted matt black. The driver's seat and the controls with its levers and switches have been modeled in detail; even the pedals are included.

The very noticeable A-frame is a great copy of the original. It and the other parts of the front bucket equipment are fashioned from metal. The plain shape of the boom is correctly replicated and a perfectly-fitting plastic part closes the otherwise open boom casting. At the boom head, there are the two prototypical upper sheaves with spokes. The jib too was modeled correctly. The very nicely engraved front bucket has the finest ribs. Very nicely done are the operating lid and the cable drum.

And now, a few comments about the functionality which without doubt could have been greater, but of course, would make the model more expensive. The two functional cable drums allow movement of boom and jib with a simplified and a little 'adventurous' cable routing. We would gladly have given up a moveable boom for an operational bucket. At least one model builder out there can tackle that. The bolt fixing the jib in place can be drilled out and the three sheaves are modeled so they turn individually. If someone out there dares to do this conversion, we would be very happy to publish it.

The paint has been cleanly applied and is correct for an 80-D of the last series; an upper chassis in orange-white would also have been suitable. The lettering is faultless and sharply printed. Overall, the model gives great satisfaction, and when was the last time that such a cable-operated model was released?

Mini excavator in 1:50 from Motorart

Kobelco SF58SRX

by Daniel Wietlisbach

Mini excavator models are always welcome in collectors' circles even if they are only used as a size comparison beside other models, but the Kobelco SF58SRX offers substantially more than that …

With a working weight of between 5.08 and 5.44 t, the SK58SRX does not belong among the smallest mini excavators and offers bucket volumes of up to 0.16 m^3 or 160 liters, as the measurement was previously defined. The built-in Yammar TNV88C-PYBD four-cylinder engine produces 29.1 kW and complies with EU exhaust protocol step V.

The tiny model arrives in a Styropor shell enclosed tightly in a clear plastic envelope. An accessory package is also included and, on closer inspection, it turns out to be a ROPS cage. With it, the model can be shown with the cabin mounted plugged in or with the open

ROPS cage. To our knowledge, this has never before been available on a model and is a wonderful enrichment for which we heartily congratulate the producer. There is no hint as to who this is, other than a 'Made in China' label, so we assume that Kobelco had it made in one of the factories specializing in that type of model making. It is easy to see that the manufacturer knows its business.

The delicate model was made exactly to scale and can also be put correctly into the transport position. The lower chassis has been kept to the original's plain look but at the same time convinces with its details. The rubber grouser tracks are very finely made and even the holes that the sprocket wheels use to power it are hinted at. The blade is fully functional when using a small hydraulic cylinder. The upper chassis is made completely from metal and impressed us with a seldom-seen sharpness of edges in a white metal casting. The lower edge situated on the right side between the counterweight and the engine room is almost perfect. Especially impressive too are the air intake openings there and the matt grey paint of the engine hood is perfectly executed.

The cabin is made from a plastic casting and has very flush-fitting windows with printed-on rubber seals, and a raised door handle and window wiper. A work spotlight and two rear view mirrors complete the cabin's details and those on the ROPS cage which is included with the model. Attaching the cage is very easily done without any messing about, and because it has nothing on top it is easy to look at the interior. And that is very rewarding as the interior is very detailed. Assembled from several parts, it is multi-coloured and even has a silver-framed border around the touch panel.

The functional equipment is remarkably delicate and finely made. The pins are a bit oversized, but at the same time, their silver colour corresponds with the original's. The short 1.69 m jib was replicated and the bucket reaches close to all maximum working positions. Additionally, the boom can be swung to both sides. All parts of the equipment are very finely engraved, for their size, and the hydraulic lines are modeled up to the jib cylinder. The protective cover for the boom cylinder has been replicated and there is a work spotlight.

The paint is applied faultlessly as is the sharp, legible printed-on lettering. With the Kobelco SD58SRX, the unknown Chinese maker has successfully produced a first class model of a mini excavator.

10 years Kobelco Europe

For the 10th anniversary of Kobelco Construction Machinery Europe B.V., the well-known Conrad model of the SK500LC-10 was re-released in a limited series of 500 units in a matt black version. The model, introduced in issue 4-2018, cuts a very fine figure in this paint scheme with golden lettering and looks very dignified. A good match for the celebration of the company's jubilee.

Road Paver from NZG in 1:50

Vögele Super 2100-5i

by Daniel Wietlisbach

Vögele's Super 1900-5i and the 2100-5i are both based on the same machine; it was obvious that NZG had produced them both …

The 2100-5i can manage a remarkable 14.0 m application width of four lanes simultaneously. It also has a paving capacity of up to 1100 t/h which is 200 t more than the Vögele Super 1900-5i. For this purpose, the power output of the built-in John Deere six-cylinder engine had to be increased from 149 to 187 kW. Such application widths can no longer be achieved by using extendable applicator beams. Rigid systems which can be extended using modules of 1,000 mm or 1,500 mm are better suited to this task. Thanks to the hydraulic pull-out attachments at both ends of the applicator beam, 2.5 m can be achieved at the edges.

The model from NZG

Because the excellently detailed and highly functional base machine used on the 1900-5i was discussed in detail in issue 2-2023, we restrict our review to the applicator beam. The version selected for this model is the SB 300 TV which can be pushed out to a maximum of 12.50 m with the use of extensions. On the model, a scale maximum of 12.25 m is possible, or 10.25 m with the end parts pushed in.

The distribution auger has been replicated as a rigid mock-up and the protective sheet metal blades in front of it are kept safely secured with rods made from plastic or metal. The applicator beam can be lifted and lowered prototypically by using two hydraulic cylinders; all parts are nicely engraved and detailed. The compaction element located behind the auger is heated on the original. The two adjustable outer end pieces are stable and are guided along precisely. All of the running boards have finely engraved anti-skid surfaces. For work to be done directly at the ends of the applicator beam there is a precisely copied control panel at either end and, thanks to the fine print, all the details can be seen.

All handholds and safety railings are made of metal, and each of the three steps to the operator's platform has a different surface that correctly replicates the prototype. A very nice detail. The finish of the entire model is excellent, as we expect from this manufacturer.

The International Toy Fair 2024

Newly erected

by Daniel Wietlisbach

Our model building hall this year was a new one. There were only a few models but everybody talked about current and planned projects that will be released during the current year …

Only four producers from our branch invested money and time to be present at the Toy Fair or to hold their own in-house fairs; three established and one was new. We congratulate NZG, Mahler & Partner with Diecast Masters, Conrad, and Cavallino. Last year, after 'our' hall #7A was transformed into 'chilling-out corners' out of necessity, the fair management reconfigured the hall by adding some new exhibitors and creating a coffee shop with numerous chairs.

It was very comfortable to sit down and have conversations that were sometimes confidential. We took advantage of the space because several of the firms without stands at the fair sent their sales reps to Nuremberg. They let us a peek at the cards in their hands. This made it possible to create a Toy Fair report that looks beyond the models on display to background information and announcements. Some industry representatives present used the opportunity to visit producers and exchange information. We expect the results of these conversations to become clearer at the 2025 Bauma and the IAA Nutzfahrzeuge (IAA Transportation) in September.

More than ever, the purpose of the visit was to maintain contacts, exchange experiences, and talk about ideas, suggestions, and cooperation. Our branch remains very much like a family where everyone talks to each other in a friendly manner. Therefore, for us, the Toy Fair has lost nothing of its importance and we will certainly be there next year.

Manufacturers that are not listed here were either not present or did not send a representative. As usual, we focused on items with new tooling; as always, colour variations can be seen in the blue box on page 53. We would like to take the opportunity to thank all manufacturers for their warm welcome, interesting conversations, and very helpful support during the photo shoots.

Conrad 1:50 / 1:25

At the 'in-house' fair, held at the same time as the Toy Fair, the completely assembled prototype model of the Liebherr LG 1750 with the huge SX3 boom, welcomed visitors. The model, made exclusively for the Mammoet Store, has a height of 4 m at the top sheave and comes with a richly accessorized accessory pack which includes the additional standard boom, jib, derrick, and floating ballast system. The model will be released very soon.

The further new items are concentrated in the utility vehicle sector. The most impressive is certainly the Meiller rear-tipper 'for the rough stuff' on an 8x8 chassis. It will be offered as a special model in orange on a Mercedes-Benz Arocs, as well as on a MAN TGS NN chassis in white, both with authentic tire profiles for driving off-road and for use on large, earth-moving, construction sites as well for the export market.

Made exclusively for the MAN Shop and already released is the TGX GX eTruck as a 4x2 tractor lorry with the very distinctive 'eMobility' paint scheme. Instead of tanks and so forth, there are four packs of batteries hidden behind the side panels. The orange cable sets between the batteries and the engine room are especially noticeable.

A forklift model was also among the new releases, traditionally kept in 1: 25 scale. The 'Elektro-Niederhubwagen' (electric low lift pallet truck) with Li-ion technology is a dainty model despite its large scale.

Of course, it is fully functional. Naturally, there are already projects underway for the 2025 Bauma in the house of Conrad, and managing di-

rector Christine Conrad let it slip that even this year there will be a surprise release.

For 'hardcore fans' of this traditional manufacturer and those who are also model train fans, we discovered a model for the Kalchreuth station in 1:87 at the model train accessory producer Busch. By the way, Busch was not aware of the importance of the village of Kalchreuth for collectors but just thought that the building was very nice.

Diecast Masters 1:50/ 1:87/ 1:16

Klaas de Vries, managing director of Europa importer Mahler & Partner apologized that the parcel with the samples for the Fair was stuck at customs and could not be released in time. The pictures shown here were taken after the fair and we were not able to have a closer look ourselves. The Evolution Set with the new Cat 255 models will be released shortly. The list of further new items is remarkable and begins with the Cat 950 wheel loader, followed by the Cat 995 and the Cat 836 trash compactor. Among the dozers are two versions of the Cat D8, one with the regular blade and the other with a unique Trash Blade. For underground mining comes the underground wheel loader Cat R2900 XE as well as the Dumper AD45. No fewer than four rigid frame dumpers augment the Mining Program due in part to this year's MineExpo in the US; these are the Cats 777, 785, 789, and 796AC. The 'smallest' one could be the biggest one, as far as numbers are concerned, as is the case for the original. Lastly, mounted on the Cat 330 is the drilling rig EK160 made originally by the Brazilian manufacturer CZM which has a strong US branch. It will make it into many display cases this year.

The Cat 395 will soon be released in the small scale. Contrary to the announcement a year ago, the GP version will be released with a set of alternative tools (hammer and scissors) in one set.

As a historic model comes the Cat Twenty-Five as a tracked tractor in 1:16 scale. The distribution for the RC Models in the same scale was given to Carrera which is a better match for the program. For US lorry models, Mahler & Partner is exercising the utmost caution because these are simply too 'specific to countries.

Which models will be released to celebrate the '100 years of Caterpillar' is so far unknown. Newly re-released is the Bell B30E from USK, the in-house brand of the importer; the dumper will be available again in May.

Cavallino 1:50

Originally launched in Italy in 1959, today this toy brand is an internationally-operating manufacturer of high-quality toys now located in the Netherlands. Last year the company started producing lorry models in 1:50. These "will be less expensive and a little bit less detailed than the WSI ones," explained managing director Henry van Veenendaal. Cavallino started production of the two tractor lorries Scania S Highline and Volvo FH5 as well as semi-trailers with a variety of upper chassis, like box, curtain sider, container, and silo. For the current production year, they are working on expanding their offerings of semi-trailers, and there is also a project for a low-deck trailer. The dealership network is still under construction which explains why currently the models can only be ordered directly from Cavallino.

NZG 1:50

In the new releases leaflet are some new items among the utility vehicles which were unfamiliar to us. For example, the Arocs 8x4 with Mirrorcams and new concrete mixer upper chassis for 'Betamix' which, except for the mixing drum, is completely new. The Mercedes-Benz Econic with a Variopress refuse collecting upper chassis is now powered by hydrogen. It is recognizable by the large radiator behind the cab and the blue steps at the rear. Extension parts for the large Liebherr LR11000 are currently not on the production list.

At least one new construction machine release can be counted on during the year, and of course, behind-the-scenes work for the Bauma one year away is in full swing. In general, managing director Mark Ludwig talked about the constantly shrinking time that the development cycle of the real machines takes and the ensuing time pressure for manufacturers. Theoretically, an excavator producer can simply change the lettering on the machine that it is going to show at the Bauma using new decal foils (hashtag 'New Design'). But models should have been produced and ready and available in the shop. The same goes for utility vehicles. Too much remains uncertain for the IAA Nutzfahrzeuge (IAA utility vehicles) in September of this year.

The manufacturer looks optimistically into the future. The industry is still interested in models and NZG has a solid place in this global business. However, it is a possibility that the shrinking production numbers will impact prices in the future,

and the collecting hobby will become more exclusive than ever. At the same time, the third-generation Nuremberg family business, rich in traditions, has established itself as a reliable provider of larger scale high-quality car models.

Whispers from the hall

What we were able to glean from some personal conversations, we share with you in this spot titled 'Whispers from the Hall'.

Bymo 1:50

The Hitachi KTEG KMC 400P-7 demolition excavator originally announced at the 2022 Bauma is being developed in cooperation with Refo-Tech and is making progress, however, collectors will have to be patient for a while longer. By the way, this model will not come from China but from Europe, the Czech Republic to be exact. The Terex RH340, the model with which the maker made its reputation, will be released as a last series in two different paint schemes: in white/violet/black as the RH340B from Bucyrus, and in red as the O&K RH200. Pictures currently circulating in the media show other makers' models thus we'll forgo publishing them here. The model furthest along in construction is the Komatsu PC8000-11 with backhoe bucket equipment.

Drake Collectibles 1:50

We also met Bruce Hay of Drake Collectibles in the corridors of hall 7A and he let us have a look at what is in the cards for 2024. In the planning are a new tractor lorry, the legendary Kenworth SAR with a deep sleeper cabin optimized for B-double units, and articulated semi-trailers, among other models. Currently, only 9 different colour variants of the new Mack Superliner are planned and all licenses are in hand. In the semi-trailer department, work is currently underway on animal transporters which will be fully functional such as we are used to from this high-class producer. Furthermore, there is a project for a racing car transporter. The dumper semi-trailer announced long ago has reached its final design phase and release is expected this year.

There are some projects for tractor lorry units from the 70s for which the manufacturer thinks that there is great potential. As matching trailers for these units, the currently available semi-trailers with a flat upper chassis could be used if equipped with the wheels common at the time. The originals have not changed much for decades.

Golden Oldies 1:50

Shortly before his passing, Heinrich Brinkmeier (obituary on page 52) found a successor for his very popular series of resin-cast historic lorries. The well-established maker Autocult which is responsible for the Saurer 2DM among other models featured in this issue will carry the line forward. Future lorry models in 1:50 will be released under the brand name 'Golden Oldies'.

Tekno 1:50

Mike Lawson who is always on the ball where lorries are concerned spoke about new tooling for some new models which should be released this year. Understandably, there was no mention of specific models. After one year of searching, the position of Constructor has been filled. This would explain why it has been rather quiet at this manufacturer over the last few months. Finally, Mike granted us a peek behind a small door: a three-axle Scania 112 dumper in the Eberhard livery will be released.

Universal Hobbies 1:50

For the first time, this French producer was not represented with a stand at the Toy Fair. However, it was made known that it is highly likely that new construction machine models can be counted on during the year. It was not possible to ascertain further details.

Siku 1:50/ 1:55/ 1:87/ Blister

On their permanent stand, the folks from Lüdenschein showed new items in all sizes even though overall there were fewer than in previous years. In 1:50, the MAN TGX tractor lorry with Kässbohrer car transporter is guaranteed to deliver play fun and the same goes for a three-axle concrete mixer with a yellow Mercedes-Benz cabin and a red and white mixer. Another MAN release is the 'ADAC' tow truck in 1:55. In HO scale, matching 1:87 model trains, a concrete mixer lorry has also been promised, however, here is a Scania in blue-white. In blister packages and thus without scale designation, comes a yellow-black bulldozer, and a colourful yellow-green tandem tipper combination. This nicely secures a supply of models for the next generation.

A classic dumping lorry from Conrad in 1:50

MAN F7/F8

by Daniel Wietlisbach

This three-axle lorry is made from new tooling. Conrad splurged and even gave the classic lorry a real three-way dumping bin ...

The new cabin came from Saviem in France, with whom the company co-operated from 1967 to 1977. It was re-designed several times; in 1979 new larger headlights were added, and in 1981 the indicator lights were enlarged and placed further down. The variant chosen by Conrad comes from the construction years 'around' 1980.

Three years ago, Conrad announced the release of the re-designed MAN front cab-over lorry released some years earlier when it triggered an avalanche of reactions. On the one side, of course, there was great joy over the release of a new 'old' lorry but some concerns were audible on the other side. Even though a new release was nice, wouldn't it be time to re-think it all and re-work the tooling?

These wishes were taken seriously in Kalchreuth. A search for background information and conversations with experts led to the project being done as a completely new construction. Only the wheels were taken from the old model which got an all-around update a few years before. That it took three years of development time was due in part to the fact that the project was done on the initiative of the maker and had to wait on the back burner while they filled orders from the industry.

Conrad introduced the new model as MAN F7/F8, because, just as with other lorry producers, updating was a slow process. According to Wikipedia, the vehicle corresponds to an F8 built between 1979 and 1981. However, there are identical vehicles that were delivered and still designated as F7s.

The chassis is modeled pierced and shows all the important details. Leaf springs, axle suspensions, and the drive train with the housings for the differentials were replicated. The drive shaft is only missing in the area where the dumping cylinder requires space. The fuel tank is mounted on the driver's side, and the right side has three compressed air tanks, a battery box, and the exhaust mounted crosswise to the driving direction between the first and second axles. At the rear is the well-known funnel-shaped coupling in addition to the bumper beam and the painted rear lights. The mud flaps are coloured black and have the correct logo for the time printed on them. The engine and gearbox are hinted at.

The cabin does not tilt but pleases at first look and conveys the feeling that it has been transposed correctly to scale. The cubic shape has been well replicated and the proportions are correct. The fenders are separate parts and the footboards with a structured surface have been individually attached. The manufacturer has come up with something special for the front bumper: the glass of the headlights together with the clip below the hinted-at front coupling are a single part made from transparent plastic material. The area behind the headlights is painted silver, and the clip is black. The nicely detailed and exactly painted radiator leaves an excellent impression.

The grey cabin interior is visible through the snug-fitting windows. The typical partitioning of the side windows is modeled raised but not coloured as is done in this particular series. The window wipers are plugged invisibly into the front window screen, much like on many other Old-timers. The rearview mirrors are painted silver at the rear and included but must be attached by the purchaser.

As on the original, the dumping bin is on a separate frame and is screwed to the chassis. Conrad has given the MAN a new, functioning, three-way dumping bin. It has a very fine dumping cylinder as well as adjustable rear and sideboards. All parts of the dumper are prototypically engraved. Is it too much to wish for a matching dumping trailer now?

The paint application is excellent as usual and a few details picked out with paint improve the good looks of the all-around well-made model.

A legend from ACE in 1:50

Saurer 2DM

by Daniel Wietlisbach

One of the greatest legends among Swiss utility vehicles, it was in service to the military for years. You must get to know the Saurer 2DM as released by ACE …

The 2DM had been offered since 1959, but it achieved cult status only after the Swiss Army got them. 3,200 of them were delivered between 1964 and 1976. A further 1,600 Berna 2VMs of identical construction were also built. The only difference among the total of 4,800 army lorries was the type designation on the radiator. The last units were only retired from the army in 2009; today, quite a few of these are lovingly maintained by private owners.

The working weight of these right-side steered vehicles was 7.3 t, the total weight was 12.0 t, and with an allowable 9.0 t trailer, a total combined weight of 21.0 t was possible. When used as a troop transporter it could accommodate 28 soldiers seated 'comfortably'. It had legendary off-road capabilities. The built-in winch of the type 4CM was a typical feature of the Saurer. It had a pulling force of 58.8 kN.

The model is made exclusively for ACE by AutoCult; this maker was already responsible for the 2DM in 1:43. It arrives safely screwed down in a clear plastic box, as we are used to with resin-cast models. The folded leaflet included provides some background information about the history of the original. Released from the base plate, the model stands securely on its four wheels and the overall impression is excellent. Because of the resin, the model feels pleasantly heavy in the hand.

As we are used to with resin models, the chassis is not pierced and so provides a stable base onto which the cabin and upper chassis are screwed. As seen from the side, the permanent four-wheel drive prop shaft is easy to make out. The axles are modeled with detailed differential housings, the wheels are finely engraved, and the rubber tires have the prototypical profile. The chassis is richly detailed on both sides and the rear; nothing was forgotten.

The possibilities of the material used were fully utilized as can be seen on the rimmed tank lid, the idler rolls on the cable winch, and the hook-ups of the brake lines. When the resin casting reached the limit of what was possible, the maker used photo-etching. This particular combination led to a very convincing replica of the original. The correctly made spare wheel cradle, two spare fuel jerry cans, a toolbox, and a battery box are all placed in their proper locations.

It is therefore not surprising that the cabin is very nicely and convincingly done and the details are a joy to behold. The radiator was made from a pierced etched part, the guide poles are very fine (prone to breakage) and all lights and indicators are made from transparent plastic.

The flush-fitting windows with printed-on black rubber seals allow for an unhindered view of the interior. Of course, the driver's seat on the right and the bench beside it are correct as is the dashboard. The roof hatch is also present and correct; the engine hood and door handles, rear-view mirror, and window wipers are factory-mounted parts. The latter are made from etched parts as are the anti-skid covers on the steps.

The upper chassis is very nicely engraved and the structure of the canvas top is excellent because it is made as a separate part. It is a millimeter too wide on both sides and because the replica of the rubber rope is not free-standing it cannot be hitched to the modeled hooks on the sideboards. Behind this compromise is probably the idea of being able to offer the model with an open deck later on. However, this is our only critique of the otherwise fabulous model.

With the Steyr Puch Pinzgauer 6x6, released by the same maker simultaneously, yet another classic vehicle of the Swiss Army has been released. In quality, it doesn't have to take second place to the 2DM but a closer look is a bit too much outside the core theme of our magazine.

MK88-4.1 and LTM 1110-5.1 from Conrad

Bauma Upgrades

by Carsten Bengs

Upgrades of MK88-4.1 mobile construction cranes and the lorry-mounted LTM 1110-5.1 were introduced at Bauma's Liebherr Fan-shop; the latter even received metal cylinders this year ...

Both machines have been introduced in great detail before, therefore, only new differences will be highlighted here. A first glance, the new, really well-executed colour scheme with a darker lower cabin chassis stands out as markedly different from the older yellow one.

MK88-4.1

The engine area of the MK88-4.1 right behind the lower cabin was updated. Its prototype can also be used as an electric-powered crane. The upper chassis was also slightly updated. An additional diesel generator is installed in the original.

At the mast, the new construction of the cabin attracts the eye. New on both the original and the model is that there is no longer a ladder to reach the raised cabin, rather, there is a track with drilled holes in it which raises the cabin like a lift. The connection of the lower section of the tower to the upper extension is more exact and the cabin crosses it with no problem, even on the model. On the boom linkage, the positioning winch of the cabin now has a cover made from a white metal casting with printed-on warning stripes.

The MK88-4.1 was offered as a limited edition at the Bauma without any updates but in a very distinctive white-blue paint scheme and as an electric-powered crane.

LTM 1110-5.1

The LTM 1110-5.1 comes with a completely new lower chassis cabin which will be used on all future cranes in the LTM construction series. The prototype was shown earlier at the 2019 Bauma. Also, the model promotes the new Liccon 3 crane steering system. The logo lettering is visible on the boom. The Liccon 3 comes with new software and a new programming language as well as a faster database, greater memory, and faster processing speed.

It is also very nice to see that beginning this year, Conrad has given the LTM 1110-5.1 model a new brass cylinder which holds the boom in position much better than the earlier versions. With the upgrades of the MK88-4.1 and LTM 1110-5.1, Conrad has released some great-looking, detailed models of the very successful prototypes.

From the Diary of a Driver, part II

Paul Friedli touring

by Eric Urweider

Today, Paul Friedli spends one week every year as a long-distance driver, however, he considers himself as 'settled'. The road to this destination is peppered with more long-distance driver, stories some of which we were permitted to print here ...

In the Bernese Swiss German dialect, the first name Paul is pronounced 'Pole'. The name ‚Pole' on his name tag led to too many questions such as, "How are things in Poland then?" when encountering haulage workers abroad. To clear up this misunderstanding, he changed the name tag to 'Paulchen'. Finally, following frequent trips to Spain, 'Paulchen' morphed into 'Pablo'.

Baby diapers

While in England and loading baby diapers destined for Switzerland, Paul noticed the heavier weight of one of the cardboard boxes. He was on the road with a 4x2 tractor with a semi-trailer that had a weight limit of 36 tons. He calculated the total load weight, realized that the load was too heavy, and contacted the customer. The weight labels on the boxes were then pasted over.

Shortly before Canterbury he was pulled over in a large-scale inspection and had to drive onto the scale. To prevent him from escaping, the semi-trailer was chained down. He then had to organize the transfer of the extra weight he was carrying. The next morning, a hired lorry arrived with a forklift to take three to four palettes from the semi-trailer. Then he found out why the palettes were so heavy; they contained used plastic diapers that had been superficially cleaned and were still damp. They were to be washed and cleaned In Switzerland then further recycled and made into plastic foil.

'Housi' has a difficult night

'Housi', or Hans, was also a driver for Krummen. At the time, three of the drivers were on a trip to deliver machinery to a factory near Perugia in Italy. Having arrived the previous evening, the drivers settled into a good dinner and a few glasses of wine, however, Housi indulged in a bit too much and, in consequence, didn't feel very fit the next morning. After arriving at the factory, the drivers had to wait for the crane which was necessary to unload the lorries. They sat down in the very comfortable leather chairs in the company's lobby. Housi promptly fell asleep and soon filled the whole lobby with loud snoring noises.

A little later, the owner of the company arrived with a Chinese delegation and was not very pleased about the snoring driver. They explained to him that to deliver the freight on time they had driven through the night. The owner expressed his understanding but let it be known that he preferred that the overtired drivers slept in their cabins and not in his lobby.

At the end of May 1984, Paul had to give up his beloved job from one day to the next because his father had been diagnosed with a chronic illness and Paul was required to look after the family farm. Concurrently, he worked for his father-in-law helping to finish the interior construction of houses. He drove a coach sporadically taking vacationers to the Costa Brava Spain or was hired as a driver for a wedding party.

Second start as a driver

In 1986 Paul started as a long-distance driver for Krummen for the second time. His first trip went to England again, this time with a load of paper rolls. His vehicle on this occasion was an Iveco Turbostar lorry specially equipped with it had an on-board kitchen with a refrigerator. Paul's co-driver colleague was delighted with the fridge and stashed several cans of beer in it. One night, as they were driving on the Autobahn,

a loud bang came from the fridge followed by another and yet another. The temperature in the fridge was set too low causing the beer to freeze and then explode. Independent of this story, the Iveco had only a short engagement with Krummen because it caused many electrical problems.

Later on, Paul got a Volvo F12 in blue and yellow which was re-sprayed later on. Unfortunately, the vehicle lacked the Globetrotter's roomy cabin and did not have a very high upper chassis. The advantage was that the loads generally fitted perfectly and the canvas top did not have to be removed frequently.

On the road as an over-width

Beginning in May of 1986, trips to Spain were regularly on the schedule; these were usually sunny and warm. Paul was allocated his own vehicle again, the Volvo F12 which was shown as a model in Laster & Bagger 1-2023. Because his girlfriend enjoyed holidays she was allowed to go along on the trips. A large 2.9 m sanding machine was the load on the Jumbo trailer. The lorry pulling the combination was loaded with the accessories in Agno, Canton Ticino, and the destination was San Sebastian. Because of the over-wide load, they had to traverse France by driving 1,000 km over the 'Route National' (main road). Then, after crossing the border into Spain at Bilbao, the trip continued to Markina in the Basque country. The drive up to the factory which made ammunition for the army was narrow and mountainous. As a thank-you for the punctual delivery, Paul and his girlfriend were invited to the local hotel for dinner and an overnight stay which they gratefully accepted.

To take on a return freight, Paul wanted to drive the coastal road along the ocean. Unfortunately, the route was not sufficiently signposted and he found out that the tunnels were not high enough for lorries. At first, Paul tried to direct the traffic around the stuck vehicle but then asked someone to notify the police who came and were very helpful. They directed traffic allowing him to use the opposite side of the road which did not run through the tunnels.

Driver and father

For this chapter we let Paul Friedli's journal pages speak: 'The two months that I spent at home last year (because of a knee operation) were not good for me. I enjoyed being with my wife and children. Susanne has never pushed me to give up long-distance driving or to drive only locally so that I could be home more often. She managed to look after the children very well but there were days and nights when the kids were sick or teething and I was many kilometers away and of no support to her.

It is now eleven years that I have driven long distances, and have been away a lot, often including weekends, so I decided to change and look for a job that allows me to be home in the evenings. Am I able to manage this? I do not know yet. I love driving above everything else. But at least I want to try it. I gave notice and immediately found a job as a bus driver at RBS Regionalverkehr Bern-Solothurn (Regional transit, Bern – Solothurn).'

On the road again

Paul used a week of holiday time at RBS to work for his former employer. His reward was a trip to London with his former lorry, the Volvo FH12 number 23. He decided to park the lorry in the city of London and spend the weekend there. He was very much surprised that the parking opportunities were still the same and that it was still possible to park near Tower Bridge. As he walked across the bridge toward Piccadilly Circus, he suddenly heard his name being called. An acquaintance from a neighbouring village at home was on holiday along with his wife. The three spent a very enjoyable evening together.

On the trip back, Paul already knew that he had no future as a transit driver. The work was challenging but very tightly controlled and offered few opportunities to plan for time off. In March of 1988, Paul drove for Krummen during his holidays once again. However, this time someone tattled on him because he was not allowed to use his holidays for this type of activity. Paul remembers that he was called into the director's office and received an 'RT' (Riesen Theater-gigantic telling off). He resigned on the spot.

Back with Krummen

Paul began anew with Krummen on the 1st of July, 1988, once again as a long-distance driver for international trips. During the first two weeks, he drove a tractor lorry with a semi-trailer combination and after the second week, he made a trip to Sweden. Trips to the North were loved by all drivers because if there were some irregularities at the customs, solutions were sought and found. On trips to the South, the same problems caused interruptions of three to four hours, or even worse, the answer was: "Domani! or Mañana!" Come back to-

morrow! After another two weeks, Paul got his previous lorry #23 back. It had been very well looked after and for Paul, it was a great joy to take it over again.

Knight in shining armour

In the Canton of Ticino, Paul was supposed to load some bronze sculptures destined for Sweden. Two sculptures were loaded on the lorry and the trailer stayed empty. It was eight p.m. when he cleared customs in Basel-Weil and continued in a northerly direction. Around midnight he arrived at the Reinhardsheim rest area which was known to have a very short entrance road from the highway. Near the petrol pumps, Paul spotted a broken-down Krummen trailer. The young driver explained that the mishap had just happened. He got a fright because of the very short entrance road and stepped too hard on the brake pedal which caused the trailer to overturn on the wet road surface.

Paul organized a crane and a palette dolly. The whole night long they transferred the palettes of phosphor granulate in Big Bags into Paul's empty trailer. Then the police showed up and commented tersely that the driver had had a stroke of luck judging by how close the trailer was lying to the pumps but no official report was made.

At six a.m. Paul went for a shower and contacted his dispatcher because his ferry trip had to be re-scheduled and because he now had taken on a secondary drop-off site. He could only make the scheduled ferry connection if everything was ready for a quick drop-off. He was then able to unload his sculptures right on time at the exhibition in Jönköping.

Settled down?

During his holidays and on weekends in 2002, Paul renovated his house and took on the 'construction supervisor job' even when he was on the road. He had seven weeks of holidays during which he often worked and hammered late into the night so that the family had a new roof over their heads half a year later.

Paul became a bit more settled in 2005 when he worked in the company warehouse, but in his time off still made many trips abroad. He remained loyal to the warehouse until 2011 after which he looked after all the buildings and the lorry wash station. He still drove when someone was urgently needed to take over a trip but he changed jobs in May of 2012.

Since then, Paul has been working for the Landwirtschaftlichen Genossenschaft (agricultural co-operative), 'Landi' for short, in Moossee, as a driver. There he looks after the agriculture warehouse; on the side, he is the company's safety officer but, once a year, Paul allows himself, to drive a tour for Krummen so that he doesn't lose his long-distance driving skills, and of course, after getting the okay from his current employer.

Altering a Cat 963D

Welding tractor

by Urs Peyer

A countless number of construction machines are needed for building a pipeline. Among the most important ones are pipe layers and welding tractors ...

The carrier vehicles used for welding tractors are modified bulldozers, track loaders, and tracked transporters, or, for smaller projects, sometimes a combination of pipe layer and welding tractor. For the construction of a welder on caterpillar tracks using a tracked loader as a starting point, the Liebherr LR 634 (an article about altering this model can be found in issue 4-2014), the LR 636 from Conrad, the Caterpillar 963D (Norscot), or the 963D (Diecast Masters) are good starting points. The 963D used is a modified LGP version with 16 mm-wide grouser shoes. The upper chassis de-

tails for the welding tractor are from the NZG's Liebherr SR 714 welding tractor.

Once the four screws of the floor plate were loosened, the model was easy to break down into the floor plate with caterpillar drives, engine room, cabin, and chassis. The lifting gear was taken off by drilling out and expelling all five of the bolts. The four plugged-in bolts for the rear ripping attachment were pulled out carefully using a pair of cutters. The two support steps at the rear ripper were re-used later on. The four bolt holes where the rear ripping attachment had been attached were drilled out and enlarged to a diameter of 1.6 mm (see picture 1). The risers holding the ripper were milled off the chassis so that the total width at this area became 26 mm. On the welding tractor, the front part of the platform with the crane is held onto the rear part by four pressure-fitted lugs, (two each, left and right). These were sanded off and pushed out using a pin punch so that the platform could be separated into two parts. All other connections with the bulldozer and the platform were done with screws. The bundle with the gas cylinders was removed by sanding off the two pressure-fitted lugs. The crane and the box beside the engine hood were removed by undoing the screws as was the whole of the rear part of the upper chassis. The floor of the rear part of the chassis had to be separated from the rest of the platform (1.0 mm was left standing so that the base was a little bit longer than the upper chassis (picture 2). The area at the rear that sticks out past the crane platform was sawn off (picture 6).

New rear

The floor of the rear upper chassis with the welding generators needed two new brackets. These are made from two 1.5 mm-thick pieces of plastic sheet stock (pictures 2 and 3). The two (ø 1.6 mm) drilled holes on the two pieces of sheet stock correspond to the two holes on the chassis to which the rear ripper was previously attached. Since the distance between the new (26 mm) and the old (17.5 mm) is larger, the brackets beneath the floor had to be removed (picture 2). The height of the new floor was made to fit the vertical distance between the two drilled-out holes of the ripper bracket. The four drilled holes had to be made very precisely otherwise the rear part of the upper chassis would not be exactly horizontal when attached. The two new brackets and the two new struts were then glued on. Three of the four screws used for holding the floor were used for the re-assembly of the floor with the upper chassis (picture 2). The red box with the fire extinguisher comes from a lorry accessory pack. The two ancillary steps of the rear ripping attachment were then remounted (picture 12).

Platform for the crane.

The connecting part between the crane platform and the chassis was made from two ABS sheet stock parts. It also has two lengthwise vertical supports (2.0 mm thick), the platform itself (35.0 x 23.0 x 1.5 mm), a small rear wall to the front platform (1.0 mm), and three cross-connectors (pictures 4 and 5). The two ø 1.6 mm drilled-out holes in the lengthwise supports correspond with the holes on the lifting gear and cylinders. The distance between the floor and the upper edge of the crane platform is 26.0 mm and between the front edge of the crane platform and the caterpillar tracks is 17.5 mm (picture 8). When compared to the back wall of the foremost platform, the crane platform has a 2.0 mm overhang. To re-mount the crane, the size and location of the holes on the yellow platform were copied (picture 5). The oval opening on the right-hand side was used later to route the hydraulic lines for the crane. Additionally, it was possible to use this area to build the remote crane operation control with four levers in a protective housing (picture 12). In the area of the bucket cylinder attachment, four supply lines were threaded through: two Ø 1.0 mm black ones for the hydraulics and two Ø 0.5 mm, one red and one black, for compressed air and electric power (picture 11). The

Material

ABS-sheet stock	2.0, 1.5, 1.0, 0.75 and 0.5 mm
ABS-tubes	ø 3.0, 4.0 and 6.0 mm
Brass or aluminium sheet stock	0.5 mm
Brass tubing	ø 10 and 24 mm
Brass screws and nuts	M 1.0 and M 1.6 mm
Scale wood	3 x 2 mm
Electric wire	0.5 und 1.0 mm, black, red and grey
Fine brass mesh	

two 0.5 mm hoses run over the crane boom to the tent (picture 12) together with the grey gas hose.

Front platform

Two Ø 1.0 mm holes were drilled on the rearmost cross beam of the platform taken from the welding tractor. The distance to the floor of the platform and the beam was chosen so that there is room for an M1 screw. Six matching holes were drilled into the front wall of the crane platform so that the metal platform could be mounted in three different positions (picture 6). The distance between the upper edge of the platform in the middle position and the floor measures 18.0 mm. Suitable holes were drilled on the left side so that the toolbox could be re-attached with some of the remaining screws. The two holes where the crane was attached were filled in (picture 7). The metal container shielding the 12 grey gas cylinders (diameter 4.0 mm each) was made from a variety of ABS sheets, profiles, and tubes. The completed 'box' measures 20.0 x 16.0 x 38.0 mm (picture 11). To prevent the bundle of cylinders from slipping, a black pan (rim height 2.0 mm) was created. It was glued on along with the black bracket for the red propane cylinders (Ø 6.0 mm height 25.0 mm) left over from the basic model (picture 12). The optional blue compressed air hose is from the scale shop detail package. The cut lumber supports (here in this country they are even of a standard size) to support the pipeline segments measures 2.0 x 3.0 x 20.0 mm (picture 11).

The welding tent

The welding tent is a modified kit from Ad Gevers in the Netherlands, but it can also be scratch-built from 1.5- or 2.0-mm ABS plastic sheet stock. The measurements at the base are: length 70.0 mm, width and height 45.0 mm, and the height at the ridge is 55.0 mm. The two sliding doors at the sides were made from a 0.5 mm-thick brass sheet. The four air exhaust fans are assembled from a 10.0 brass tube with a brass screen for a cover. The angled blue 'First plate' made from a 0.5 mm aluminum sheet measures 18.0 x 18.0 mm and has a Ø 1.0 mm hole drilled into each corner. Using a threaded eye bolt, the tent is attached to the crane hook (picture 10). The pipe tube is a thin-walled brass tube with a diameter of 24.0 mm. The four moveable blue flaps were made from a 0.75 mm thick ABS sheet with a 0.5 mm thick border around the opening for the pipe. This way the welding tent can be adjusted to the diameter of the pipes to be welded (picture 9).

Specialized civic engineering work

A dream diorama

by Davide Perosino

Earlier, highly specialized civic engineering machinery was based on cable excavators. Davide Perosino is very passionate about these machines ...

I live and grew up in the North Italian province of Asti where I was born 43 years ago. Since I can remember, earth-moving machinery and cable-operated excavators have been my great passion. I am especially enthusiastic about the old tracked cranes from Link-Belt, Ruston Bucyrus, Northwest, and others. Unfortunately, they have mostly disappeared in my region. Thanks to good contacts with friends in the construction trade, I am still able to visit some of the remaining original ones. I do not mind driving a few kilometers for an RG-61 Dragline which I plan to visit soon. The inspiration for the diorama was a real construction site and is the finale of a seven-year-long stretch involvement in building specialized civic engineering machines in 1:50. The showpiece is divided into two focal points. On the left is the entrance to the site

and also the area where concrete piling work is underway. Working there is a Link-Belt LS98 with Kelly Drive attached, a Link-Belt LS108B with a pile driver, a Ruston Bucyrus 22-RB as a crane, and a Cat 312BL. Diaphragm walls are made and on-site concrete is mixed further back on the right side. Working here is a Ruston Bucyrus 400SC, a Link-Belt LS108 as well as a wheel loader Cat 924G. All models, the modified ones as well as the scratch-built ones are the result of many hours of research on real machines and related documentation. Special thanks for the great help go out to Stefano Govoni of Espi Engineering Srl, himself a huge fan of and expert on this subject who generously shared his knowledge with me.

The first model altered was a Link-Belt LS98 from CCM. On it, I exchanged the backhoe attachment with a Soilmec RT3-S drill attachment. I was able to buy this attachment from a model builder; the new A-frame and the additional counterweight I built myself. I work in a metalworking company which enables me to make some parts, especially the masts, using laser cutters and laser welding.

The second modified model is also based on the LS98 by CCM. It too got a new A-frame an additional counterweight and a KRC2/28 diaphragm wall grappler with a K100 control unit and a power unit from Casagrande.

During the Lockdown, I started to completely scratch-build a Link-Belt LS108B with a lattice mast. I gave it a PTC50HA pile driver with a PTC400 control unit. This work took four months to complete. The most difficult challenge was the scratch-building of a Ruston Bucyrus 400SC with a mechanical diaphragm wall grappler. The measuring and planning work alone consumed several months and the construction itself took about a year. The construction of the upper chassis with its many rounded-off edges particularly challenged my skills as a model builder. As with the LS108B, it was made from Evergreen plastic profiles. The lower chassis and the mast are made of metal. All parts function true to the original and the model can be completely dismantled and set up in transport mode.

All other models on the diorama are also altered. On the Cat 312BL, the tracks and the cabin glass were optimized and the interior was painted. The four-axle Iveco concrete mixer was made of NZG and Conrad parts, and the Sprinter from Siku was given additional details. Of course, the Cat 924G from DM and 22-RB were also modified and weathered.

Some time ago, I worked in a shop for model construction machines and cranes; it had an Internet shop and I retained my contacts that I made through it. They are always a great help when I am searching for rare models. I also am glad to share my knowledge with others. Contact me at dade.cat5130@libero.it.

Tom's driving log

by Tom Blase

'Safety glass is like rock sugar candy when it breaks!'

A short 'Btsch' sound and one has the feeling of sitting in a pile of rock sugar candy. Safety glass is designed to crumble into small pieces to prevent injuries. In my case, it was a city bus that came at me in my lane. The result was two broken mirrors and a smashed-in side window. Since I was cursing loudly as the disastrous vehicle flew by, I also had a mouth full of safety glass shards.

A few decades earlier, my father had a similar experience while on the road to Bad Wildungen with a silo combination. Shortly after the northwest crossing behind Frankfurt, he heard the typical crashing sound and in a split second no longer had a front window screen. He decided to drive to Bad Wildungen first and take care of the broken window on the way back home. Later on, in Ziegenheim he stopped for a red light where some pedestrians were waiting to cross the road. One of the pedestrians observed him closely and seemed to be very interested because Werner's blue cigarette smoke was curling out through the open window frame. The spectator nudged his neighbour and pointed at the smoker. Just then the light changed to green and Father flicked the cigarette butt through the open window and started the lorry. The laughter of the pedestrians accompanied the silo combination as it drove on.

On the return trip, he stopped at the Mercedes dealership in Fritzlar, went to the check-in counter, and said, "Good day. Do you have a replacement for my broken front window?" The immediate response was, "We have more windows than you have money with you. Repairs, cash only." The shop foremen laughed and commented, "We will be finished with the repair faster than it takes you to come back with the cash." In response, my father said, "I bet you two cases of beer, that you won't get the job done in time".

There was a telephone box in front of the dealership and my old man called the boss. He explained the situation and asked for a quick transfer of funds to cover the replacement window. Back in the workshop, he heard the secretary call out, "Herr Blase, the money for your window has just been transferred", and continued, "Men, hurry up with that job; this man needs to go home." The two technicians looked at each other in disbelief and then sent the apprentice off to buy two cases of beer.

Later, when my father arrived at the company yard to fill up the fuel tank the boss came out and wondered why Werner was in such a good mood, even whistling as he worked. "This a bit of a puzzle, a broken front window, and still in such a good mood?" And why not? Along with the new front window Werner had two cases of Licher Bier (but Hans didn't need to know everything).

New on the market

WSI 1:50

WSI is now adding models of electrically powered lorries to its portfolio beginning with the DAF XD Electric and the Volvo FH5 Electric. For each of these, a new chassis with a new drivetrain was developed. Battery packs in place of a tank, compressed air tanks, and other units are the most noticeable changes. In addition, the electrical cables to the traction motors have been modeled. The DAF and Volvo models are currently available exclusively in their respective shops.

Kobelco Fanshop gives a 5% discount for readers!

Exclusively for readers of Laster & Bagger, the Kobelco Fanshop (kobelcofanshop.com) is launching a one-off promotion. Until the end of 2024, there will be a discount of 5% on its entire range. To benefit from this offer, enter the promotional code BAGGER5% during the checkout process.

Friedli Modellbau 1:50

If you want to improve the look of the wheels on the Saurer D290F from ACE which we presented in the last issue you can now equip it with replacement rims designed by Alfred Friedli. They were developed from CAD files and manufactured using a 3D relief printing process. The engraving and depth effect can hardly be beaten. They are supplied ready-painted, making conversion extremely easy. More rims are in the planning stage (friedlimodellbau.ch).

In memoriam: Heinrich Brinkmeier

In December 2022, Heinrich Brinkmeier announced the closure of his business and his well-deserved retirement. Unfortunately, he was barely able to enjoy it as he passed away in mid-January after a serious illness, at the age of 67. For us, his name is inextricably linked with his historic lorry models in various scales which he sold under the brand name 'Golden Oldies'. He released numerous models, particularly in 1:50 scale, of legendary brands and types using the finest resin casting techniques. 'Golden Oldies' was launched almost at the same time as this magazine, and Heinrich placed his trust in us from the very beginning. I got to know him personally as an enterprising idealist in the best sense of the word who was always full of ideas and zest for future projects and was passionate about correctly implemented models. A bit of chaos was part of his business and one could easily accuse him of having announced too many models that were not produced. But considering his 'One Man Show', the number of models that he released is impressive. He campaigned for someone to take over the production of the popular series and finally found someone to take it on. We would like to express our heartfelt condolences to all of his family. Heinrich will be fondly remembered and will live on for many collectors in the form of his models.

HaWaS 1:50

The people behind the brand name are Hans Witte and Arjan van der Sande from the Netherlands, two truck modeling enthusiasts who banded together to develop cabs for long hood-forward lorries from the 1950s and 1960s. At that time, the vehicles were still supplied without cabs, as chassis only, and the haulage companies themselves had to add cabs from manufacturers such as Paul, Kees Mulder, Paul en Van Weelde, and Nyström. The cabs from HaWaS are available as day cabs or semi-sleeper cabs. They are suitable for assembly on the Scania Vabis and Volvo long hood-forward lorry models from Tekno, the Mack B61 from Vitesse/Corgi, and the DAF Torpedo from Lion Toys. The cabs are 3D-printed from high-quality resin and supplied with windows and all the necessary add-on parts. The two creators are not interested in earning money; they simply have fun developing things for other modelers (information: hans.witte@texel.com).

Leidenschaft Wiking-Autos

by Ulrich Biene, published by Delius Klasing Verlag, format 28.5 x 26.5 cm, 168 pages, 643 pictures, hardcover, ISBN 978-3-667-12760-0

In his newest book, Ulrich Biene, a collector himself and tireless author of everything Wiking, spans the period from 1948 to the present. In it, he celebrates the 75th anniversary of Wiking Verkehrsmodelle (traffic models). As with his earlier books, this one is richly illustrated, not only with pictures of models but also with historic photographs, drawings, plans, newspaper articles, and other documents all of which are used to bring the story of Wiking models close up and personal. As always, the elaborately staged dioramas that reflect the period are the most interesting part of the book. Wiking-Modelle has its own, tightly-knit, group of followers who live in their unique worlds. They also collect models from other makers. (dw)

Schwerlast Zugmaschinen

by Thorge Clever, published by Podszun Verlag, format A4, 144 pages, 380 pictures, hardcover, ISBN 978-3-7516-1079-7

The new book from Thorge Clever contains pictures from the 1980s and 1990s. Each transport is documented with some text and related pictures. The book's sections are divided among 27 freight-hauling companies. Several lorry brands with specialized upper structures are shown. The pictures, many of them analog on real negatives, show moments during heavy-duty transports from loading to unloading. Diverse goods are transported from heavy construction machinery to reactors and transformers. Most of the transports depicted occurred in Germany but some international ones are included. (yu)

Our partner page

Reachstacker and surface cleaner

The Kalmar DRG450-7 S5X Swedish container forklift has a lifting capacity maximum of 45 t and is equipped with a special dipping spreader. This special feature allows for the new 20-foot soil containers to be emptied when tipped to a maximum of 55 degrees. The 78.8 t heavy Reachstacker is stationed in Weiach. The containers arrive by train, are unloaded by the driver over a steerable side door, and re-loaded onto the train.

The upper chassis of the new surface cleaner was made by the HER Fahrzeugtechnik GmbH. For the driver to always see the edge of the curb, the three-axle MAN TGS 26.470 6x2 LL is right-hand steered. The bin for the swept-up dirt has a volume of 8 m^3 and for cleaning a 5,400 liter fresh water tank is available. In addition to the integrated oil spill removal plant, a suction hose at the rear of the upper chassis can also be used to remove accumulations of mud and clean out shafts.

News in brief

Volvo Trucks renews its production portfolio

Volvo Trucks presented its new production portfolio on the 29th of January, 2024. The name of the new construction series is Volvo FH Aero. The FH Aero is available in four variations, among them one designed for Biofuel and one as an electric truck. The visual differences are subtle, but the logo migrated back to the radiator grille. Because of its round front design, the FH Aero has a bit of a longer face. We can look forward to the way companies will design 'their look' once the truck is in use. At the same time, a new generation of engines was introduced, the D17 with 17 liters of displacement which is capable of producing up to 780 hp. It is fully Biodiesel compatible and has three power options those being 600 hp, 700 hp, and 780 hp. The torque values are between 3,000 and 3,800 Nm. Once again, the current performance king comes from Göteborg.

Liebherr L 507 E

The L 507 E is the first wheel loader from Liebherr to have a battery-electric drive concept. The high-voltage battery system especially developed for wheel loader use allows for powerful performance and efficient loading cycles. Depending on the operating conditions, the L 507E offers a running time of up to eight hours. If the customer wishes to further increase the running time, a Lithium-Ion battery can be built in at the factory during production. Complete charging cycles, depending on the onboard charging technology and the connecting cable, range from ninety minutes to three hours. This electro loader of the 6-ton class has been available since October 2023. (up)

Mercedes-Benz eEconic in Stockholm

The TMA Bolaget AB Company, a leading Swedish manufacturer of traffic safety devices for road construction, recently added two fully electric eEconic units to its fleet. The electric, emissions-free eEconics are ideally suited to serve local construction sites. The two vehicles were constructed as so-called TMA vehicles and come equipped with truck-mounted attenuators (mobile impact absorbers). These impact absorbers protect the construction workers who work on the road in front of the vehicle, and also the occupants of the vehicle hitting the impact absorber. Both of the vehicles were made by the Swedish Company Vicky Teknik. (eu)

New technology packets for mid-size Cat dozers

For all mid-size dozers from D4 to D7, the Cat Assist with ARO functions packet is a standard feature. This ensures that any D4 to D7 can easily be upgraded to 'Cat Grade 3D'. The new functions packet includes 'Stable Blade' software to make precision leveling easier, 'Traction Control' to decrease track slippage and so reduce wear and tear, 'Auto Carry' to maximize filling the blade, 'Blade Load Monitor' to increase productivity by coaching the operator, 'Slope assist' to retain the pivoting angle without GPS, 'Steer Assist' to keep the blade automatically straight and finally, 'ARO' which means that the machine is already equipped with sensors for GPS capability. (up)

Volvo EW240 Electric MH

Volvo increases its existing offerings of battery-electric machines with the cabled EW240 Electric Material Handler. Material handlers for waste or recycling use are generally tied to a single location and are especially well-suited for cable operation. With a permanently attached cable connection, the machine can operate almost noiselessly around the clock without having to stop and fill the diesel fuel tank or charge the batteries. This emission-free 26.2 t Electric Material Handler is also perfect for indoor use. (up)

Triple world record during museum relocation

With the aid of 300 Scheuerle SPMT axle groups, China Shipping Vastwin Project Logistics has moved a complex of five buildings over a distance of 600 m. During the process, three records were broken: the transport of the main building was the tallest and heaviest load moved in China to date; it traveled the longest distance for a building weighing over 1,000 t; the third record broken was the elevation of 3 m over the route of the transport. The heavy-duty logistic company, a daughter company of the China Ocean Shipping Group (Cosco), was tasked with moving five buildings that weighed between 1,000 and 10,000 t. Environmental concerns made the move necessary because the complex is situated by the Yellow River in Northern China. (eu)