Laster & Bagger

Laster & Bagger

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Modelle von Lastwagen, Baumaschinen und Krane

Mit Wettbewerb

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Cat 225

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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'!

Beating the model slump

Just today, on the day I am writing these lines, I was - firstly - talking to an advertising customer about the current and ongoing construction machinery model lull and - secondly - booking accommodation for my four days at Bauma 2025. The two go together wonderfully, because the second makes it clear that the first won't last forever.

Because at the trade fair of all trade fairs, we can hope for a turnaround. In mid-April next year, as every three years, we will leave the Munich exhibition centre with our pockets full and the dominant theme will be the „flood of new products" that „nobody can really afford!"

Reality, wishful thinking, utopia? We shall see. The current dry spell in the model-making machinery market is likely to continue for another four issues of Laster & Bagger. Issues for which we will broaden our horizons, moving away from the showcases and towards the craft tables, dioramas and other alternative topics. Thanks to our authors, who have a wide range of interests and are talented in many disciplines, I am convinced that the quality of the magazine's content will not suffer.

our blue box with new announcements (this time on page 55) can certainly be used as a yardstick here - it will remain roughly the same size!

The situation with the lorry models is less dramatic. Here, as always, we receive weekly e-mails with currently delivered and upcoming new models. Real novelties, models with new parts or even really new types and cabs are rare here too, but the variety of colours and haulage companies seems unbroken.

I wish you all a wonderful summer and holiday season and hope you enjoy reading this issue.

Daniel Wietlisbach

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Harm Fonteijn collects & builds

Stone transporters & Co.

by Daniel Wietlisbach

Harm Fonteijn grew up in a transport family that shaped his life and hobby. This is much more than collecting; he builds and paints trucks based on original models for a closed circle of hobby friends ...

Harm Fonteijn was born in 1973 in Weert, Holland, between Maastricht and Eindhoven near the Belgian border, where he now lives with his wife. His mother was a housewife and looked after Harm and his seven-year-old brother. Road transport played a central role in the family; in the 1950s, his father helped to set up the transport company „Fonteijn Transport Weert“ together with the collector‘s uncle, initially with a horse and cart. He unloaded coal trains at the station and transported the fuel to the customers; towards the end of the decade, he switched to a truck. He started with a tipper and later switched to a tipper with a truck crane. The collector‘s brother, who was seven years older, then started working for the same company and sat at the wheel of a Tractor with a stone trailer. The company was later renamed „P&A Fonteijn Transport“, which still exists today.

As far back as the collector can remember, his favourite place was in the cab next to his father. When he was at school, he used his free afternoons to go for a ride and on Saturdays he liked to spend time in the cab of the transport company. His father was a real „Mercedes fanatic“, Harm recalls, while he himself is more of a fan of the Swedish brands Scania and Volvo. He was infected by his uncle, who always said „Scania, king of the road!“

Although Harm enjoyed playing with Lego bricks as a boy, his great love was for the small commercial vehicles from Siku, Lion Toys and Tekno. These were crane lorries, tippers and other transport vehicles for building materials. He got Tekno models from his father and uncle, who bought them from the local dealer or when a new truck was delivered. As his brother wasn‘t interested in the models, they automatically belonged to Harm. The models were of course played with, but all of them have been preserved and are still in their original packaging in the attic - the collector doesn‘t want to give away such childhood memories. Harm‘s classmates were hardly interested in trucks, but he always found friends with whom he could share his passion and play.

Education

After primary school, Harm trained as a car mechanic at the technical college and worked at the local tyre dealer when he wasn‘t at school. He repaired tyres, fitted them to rims or mounted them on vehicles, the bigger the better! Tyres for industry, agriculture or earth-moving machinery and, of course, trucks were the most fun for him. Once the tyres were fitted, the vehicles had to be test-driven, which was always a particular highlight for Harm. At the tyre dealer, he drove „everything that had a steering wheel, from large to small“, he remembers.

After technical school, Harm wanted to attend mechanical engineering school, but was unfortunately rejected due to too many applications that year. So he started working full-time at a tyre dealer and then began his career as a driver. He got his truck driving licence as soon as he was old enough. His parents paid the examination fee, as he had long since learnt to drive from his father and brother.

With his newly acquired driving licence in his pocket, the collector began driving, and after various shorter jobs, he finally ended up at a local building materials dealer, where he drove semitrailers with the heavy semi trailers for bricks that are so typical of Holland for almost 25 years.

In 2019, he switched to a transport company that transported sand-lime

bricks, which he enjoyed just as much. He later left the lorry cab and drove a Cat 972M wheel loader at the „Centrale Zandwinning“ (central sand extraction) in Weert for a year. He then moved to the company‘s haulage department, where he took care of incoming and outgoing loads. This year, Harm will switch to an earthmoving and contracting company and take over an Iveco T-Way 8x4 with a Palfinger crane and hook-arm container body - trucks will always be his passion, he is convinced.

Collector

When the two brothers brought home a good report card, they received money from their parents as a reward, as well as some holiday money at the start of their holidays. Harm saved up both for his first models and so he became a collector at a young age. He was a regular customer at the local toy shop, where models were even kept back for him when new ones were available, and at that time model cars were still more for playing with, they were offered in many bright colours, but lacked corporate liveries.

The young collector therefore came up with the idea of repainting models himself and labelling them true to the original. At the age of 12, he began rebuilding beautiful originals. The first model was a Scania 141 from Tekno, which he realised in the colours of „Fonteijn Transport Weert“. Unfortunately, there are no photos of it, and Harm would not know where the model went, but this Scania marked his entry into modelling trucks in 1:50 scale.

The joy of modelling has remained with him to this day, and he can immerse himself in the hobby to such an extent that he forgets about everyday life. After a strenuous day at work, modelling is the perfect way to relax, and the focus of his collection today is on stone transporters, which is hardly surprising given his formative roots. His favourite models are those from the 1970s, the time of his earliest childhood. These were often lavishly painted, but without a lot of bells and whistles. In addition to the trucks, there are very few models of earth-moving, road-building and hydraulic engineering machinery.

Model making

In the meantime, the hobby has „got out of hand“, Harm mentions with a smile, and he has set up his own business trading and converting models – alongside his full-time job. There are currently several models in the works, including one from „P&A Fonteijn Transport“ in memory of his brother, who passed away far too early last year at the age of 57. His brother was a driver at „Fonteijn Transport Weert“ for almost 40 years, and at his funeral, the model of a Tekno-based tractor unit that Harm had once built was placed on his coffin. Today the company is called „P&A Fonteijn Transport“. He has also built entire series for companies such as „Edwin Salari“, „Huskens Grathem“, „Van Sambeek Escharen“, „Goyens Bree“ and, last but not least, „Fonteijn Transport Weert“.

While collectors used to order their basic models mainly from parts supplier Bemo Models (now Tekno Parts), they can now buy them directly from Tekno, WSI or Conrad as registered dealers. Because the collector made a name for himself as a conversion specialist in his early „hobby days“, the customer base developed very quickly. This is currently so large that Harm can no longer accept orders from new customers, as model making should remain a hobby. „Many people don‘t realise how much time you spend on it!“ muses the model maker. Today, it takes him an average of 150 to 160 hours to complete a conversion, and Harm Fonteijn receives requests to build a model every day – if he were to accept everything, he would be „busy for 20 years“.

But as a hobby, he has enough time for 10 to 20 new models a year, some of them for his own collection. In the past, modellers had to make more parts themselves; today they are 3D printed. This makes the models more detailed, more beautiful

The collector

Harm Fonteijn (51) trained as a car mechanic at technical school, soon after obtained his truck driving licence and was on the roads of Holland until a few years ago. After a break, he took the wheel of a truck again this year.

He pursues his hobby very intensively; in addition to modelling, photographing the models is another leisure activity. He also enjoys attending tipper and classic car meetings with friends. Truck shows and modern models don‘t mean much to him. He is married and lives with his wife in Weert, Holland.

and more realistic. He doesn't have a 3D printer himself; the parts are normally bought from Tekno Parts and at exhibitions, usually in large quantities and in stock, and the actual workshop is located in the garage, where the model maker can simply leave work in progress. He has a small spray booth – a prerequisite for clean painting work.

Harm works as much as possible with the original colours and as little as necessary with decals due to the differences in colour. Although this means a lot of work with masking and making masks for spray painting, the end result is worth it. No wonder his models regularly make it onto the Tekno „Model of the Month" podium, and when asked if there is a favourite model in his collection, Harm doesn't have to think twice.

It's clearly his own Scania 111 with daycab from „Fonteijn", which was the first truck his brother drove. The Iveco Hi-Way from „Sevriens" in Mariahoop is another favourite, it is the last truck that the collector drove himself, and probably the rarest models in the collection are two MWT (Mega Windmill Transporters) from WSI in the colours of „Rahbek". And of course all the models he built are very rare, as the editions are only two or three each.

The trucks he only builds for himself are unique anyway, and photographing the models has developed into a small „hobby within a hobby". Harm has two dioramas and various photo backgrounds, mostly landscapes from the surrounding area. The dioramas are not self-built, but are ideal backdrops for the model photos. The lighting is provided by a photo lamp and photos are taken with a mobile phone; the aim is always to make the model look as realistic as possible.

Various display cabinets

The collection is spread over several display cabinets, one is in the living room, a few smaller ones, each with a model, are on a sideboard, and finally there is a larger display cabinet with the rest of the collection in the bedroom upstairs.

Harm Fonteijn is friends with several other collectors, the oldest of whom is 84 years old. They are a „close-knit group" who share this hobby. Together they regularly visit model exhibitions or classic car meetings in the neighbourhood, but also sometimes further afield. These hobby days often end with a sumptuous dinner, and Harm is not one to proselytise with his hobby; friends who have no connection to his passion would only get to see the display cabinets in the living room. However, the upper floor is reserved for him and very close friends.

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Scania 140 & Mack F700 by Peter Buchmann

„Papy Routier“

by Daniel Wietlisbach

Jean Fayolle, nicknamed „Papy Routier“, was a legendary figure among Middle East drivers, and not just because of the Mack F700 shown here. It was also because of the many stories he knew how to tell. Peter Buchmann also let himself be carried away and built souvenirs with the model of the F700 ...

We featured Peter Buchmann and his collection in issue 2-2019, and in the summer of 2022, you could marvel at his Leyland Marathon in Astran colours here. While the drivers of the British Middle East haulage company had a hard time with the colour change from red-yellow to white-brown at the time and referred to it disrespectfully as „white/shit“, Peter Buchmann made friends with the colour scheme from the 1970s. He finds the white/brown combination special and the Astran models also provide variety in the showcases.

After having had great fun building the aforementioned Leyland Marathon, Peter Buchmann delved further into the history of Astran and its vehicles, which fortunately are very well documented by numerous pictures in many forums and on fan sites. During his research, he took a liking to the Scania 140, a similar Tractor played the leading role in the well-known BBC documentary „Destination Doha“. The model was created from a Tekno kit, supplemented by a converted flatbed semi-trailer from PKC, of which Peter knows several in stock in his kit store.

Jean Fayolle

During further research, the modeller came across the Mack F700 of a Swiss haulier who drove to the Orient for Astran, among others. Jean Fayolle was a legend among the „sand drivers“, he recorded many of his experiences, and after his death in March 2020, his daughter Christiane published the very extensive notes as a tribute to her father. The fascinating biography is supplemented by numerous photos from the private collection (www.fierdetreroutier.com/fdr/tag/jean-fayolle/).

Jean Fayolle was born on 15 May 1935 in Sochaux, France, near the Swiss Jura. His father taught at the vocational school of the local Peugeot plant throughout his life, while his mother initially worked as a secretary at Peugeot and later in a building materials trade. Jean‘s parents dreamed of a career with the French car manufacturer; at the time, the entire region was a joint venture with Peugeot, the largest employer in the area. Jean‘s choice of career was therefore initially a great disappointment for his parents, but for him there was no other path than that of a lorry driver. Every free minute he had, he rushed to his neighbours, the Begey transport company in Sochaux. They were the ones who taught him how to drive, and later, paradoxically, it was Jean who taught the three Begey sons how to drive. Jean obtained his driving licence on 7 February 1954 in an old Saurer belonging to the company, and the prospect of better pay led Jean to seek his fortune on the other side of the Doubs; he was now married and had a family.

Although he had to get his driving licence again in Switzerland in 1957, he quickly got a job on a 120 hp Saurer truck and trailer with right-hand drive. He delivered mineral water from Henniez to the whole of Switzerland, a rather arduous job, and later drove for Transport Pouly in Vevey on Lake Geneva, carrying waste paper and fast cement.

The work was pleasant, everything was fine, but his career as an employed driver came to an end in October 1969 when Michel Savary called him one evening to ask if he could pick up his truck, which one of his drivers had left behind in Istanbul.

Jean took on the job after consulting with his boss, and this signalled the start of a new chapter in his life as a self-employed Oriental driver and later owner of a small transport company. As a representative of the many „robbery stories“ told by Papy Routiers, here is an abridged version of one that Peter Buchman particularly remembers.

„Loulou Bonfils was a driver who had a very good reputation in Swiss routing circles. I had known him for a long time, and when I became a „patron“, I wanted him to work for us. al. The tarpaulin is made up of five pieces of copy paper The tarpaulin is made up of five pieces of copy paper - one for each side and the roof. So I hired him to drive the new Mack V8 that I had bought a few months earlier, in 1976, and I had him do the first trip to Tehran in a double with Jean Louis, our other driver, and after that first trip with Jean Louis, he drove the Mack to London to load 20 tonnes of whisky and then off we went, alone this time, although you always drive with someone on these routes.

So Loulou teamed up with „Borcard“, who was driving a Volvo F89, and it was already winter in Turkey, so our two drivers, well attached, had no problems with the snow. But for other Romanian drivers with an old Roman, the mountains of eastern Turkey were a big challenge. They got stuck, caused a huge traffic jam and, of course, those waiting behind them had to help clear the road. The cold of the night did the rest, the diesel froze, the engines stopped, and so began an ordeal for the helpers too.

When they tried to get the engines going again the next morning, the batteries gave up the ghost. They later told me that they had panicked and simply abandoned the vehicles and hitchhiked back to Erzinkan, where „Transports Chapuis“ from Lyon had set up a base in a hotel. However, because the existing laser print on the Borcard, it turned out, was the head of a Volvo dealership in the canton of Fribourg in Switzerland. We knew each other well, so we decided that I would drive off with the car, with new batteries and everything that was needed to get the vehicles going again.

My car, an old Lancia, was very reliable and well equipped with studded tyres, chains and everything you needed for the mountains. I drove practically non-stop with a companion to Ankara, where we picked up Jean Louis. From Ankara it snowed continuously, we had to fit snow chains and finally reached the Hotel Omür in Erzincan in the late afternoon, and it took another two days before we finally reached Tahir.

The two trucks were buried under a thick layer of snow, the tarpaulins were intact, as were the seals (phew!), but the cab of the Mack was tilted and full of snow, which had penetrated through the opening of the gear lever. It took two days to free the trucks and we started to light fires under the bodies, perhaps a little too much, as we were to see later. We installed the „cooker“ under the diesel fuel tank, got the burner going, installed the new batteries and tested the starting process.

On the second attempt, we got the engine going. But when I checked the pressure gauges, I realised that there was no oil pressure, and the same was true for the air, strange ... right? It was only after a while that I realised that the fire under the carter pan had melted the plastic hoses, the oil and air pipes, so we couldn‘t go any further that day. The F89 knew no problems: a squirt of „Startpilot“, black smoke, and it was ready to go. After this exhausting day, we had to drive back to the hotel in Erzurum, and by the time I finally found a replacement for the melted plastic pipes the next day, it was already evening again.

The next morning, oh wonder of wonders, we got the V8 going and the rest was just a formality. We decided to accompany the trucks to the Iranian border and reached it late in the evening. Luckily there was a „hotel“ with a room so cold that we went to sleep in our clothes, but do you know how much this adventure ended up costing me?

It was very expensive, and all because of two „headless“ and two poor, ill-equipped Romanian drivers, who nevertheless arrived in Tehran long before us.

Model of the Mack

Because so many photographs of the original have been preserved, it was at least easy to realise the model correctly in all the important details. The 6x4 tractor could be built from the Tekno kit without any major adjustments, only the mudguards had to be replaced. New closed ones were made from bent aluminium sheet, as René Tanner had already described several times. In addition, Peter naturally added the brake lines to the semi-trailer made of rather rigid wire, which he wrapped around a toothpick.

The semi-trailer was again based on the PKC kit. The entire body was built in the tried and tested method on a wooden block cut to size, which was first firmly screwed to the loading floor. The side shutters were

cut from plastic profiles to match the original and glued in layers; the hinges were made from round material.

The tarpaulin is made up of five pieces of copy paper – one for each side and one for the roof. The logo had to be traced in colour. However, because the existing laser printer only prints in black and white, the brown texts and the logo had to be traced in colour. This was done in two steps: First, the edges and contours were traced with an old ink pen and set aside to dry. Once dry, these lines formed a small elevation within which the areas could be easily coloured in with a brush.

To imitate the folds of the tarpaulin, suitably bent pieces of welding wire were used and the tarpaulin was pressed onto them piece by piece by hand. The tarpaulin was then glued on piece by piece. It was brushed with matt clear varnish to stiffen it. Fine thread was used for the TIR cord, and the many small fastening straps were made from very fine strips of paper; the eyelets were dabbed on with a silver permanent marker.

The two large storage boxes on the trailer chassis are again made from bent aluminium sheet and side covers made from plastic panels. Of course, the joints had to be filled and sanded clean. The paint was applied from a spray can and the lettering on the cab was printed by a graphic artist friend of his.

With the Mack F700 „Jean Fayolle“, Peter Buchmann was able to place a unique and very special Swiss model in his display case, which also pays tribute to an old driver.

Late bloomer with world market ambitions

Cat 225

by Ulf Böge

There is no question that Caterpillar is the global market leader and has rightly seen itself as the leader in construction machinery for many decades. But it was not until 1972 that the manufacturer launched the first hydraulic excavator ...

Caterpillar construction machines have always been worshipped by their fans. In addition to the skilful brand development over many decades, the proverbial indestructibility and the sometimes impressive dimensions of individual machines, the tradition of the internationally widespread brand also contributes to the fact that it has many friends worldwide.

With an annual turnover of 37 billion dollars, the Americans were well ahead of Komatsu and XCMG in 2023. There is hardly a product for earthmoving and road construction without the Cat logo. And what was not developed in-house has stretched the portfolio of machines and systems over time through acquisitions of other manufacturers.

As brash as the company from the USA is always perceived to be, there was initially a certain hesitancy when it came to some not insignificant technical steps. For a long time, the philosophy was that mechanical earthmoving would be limited exclusively to track chains, graders, dumpers, scrapers and wheel loaders with rear steering.

In America in the fifties and sixties, this may well have covered the majority of customer needs. On the overseas market, however, additional or even contradictory requirements sometimes arose. Ignoring these could well end up jeopardising the desired position. For example, Caterpillar discovered the lucrative hydraulic excavator business relatively late.

Origin in Europe

Hydraulic excavators on crawler undercarriages are among the most frequently used earthmoving machi-

nes in the world today. Whether in arctic cold or tropical heat, hydraulic crawler excavators are at work all over the world. They originated in Europe at the end of the 1940s and the start was rather difficult. In the early years, the hydraulic excavators, which were once quite small, were often unable to assert themselves against their cable-pulled competitors.

However, with the increase in larger excavators ready for series production and the realisation of their clear advantages in terms of speed, accuracy and ease of operation, their acceptance grew rapidly, especially in Europe. In America, however, the level of development at the beginning of the sixties was not yet as advanced, and cable excavators were predominantly used. The established manufacturers found it difficult to develop large hydraulic machines. Nor did they believe in the lasting success of this new type of machine. Only the backhoe loaders from Case had the first small hydraulic work equipment, which the manufacturer gradually sold to American contractors.

In 1963, Caterpillar also saw no need to concern itself with the development of hydraulic excavators. These machines were not predicted to have much of a chance. Sceptics in the USA were confirmed in their view by the unsuccessful attempts of domestic manufacturers. Apparently, at the time, too much reliance was placed on the conditions and possibilities in their own country, as the Americans‘ assessment proved to be wrong. Hydraulic excavators conquered the world, and from Europe they also made their way to America. One of the strongest exporters at the time was Poclain from France.

In order not to lose this market and to be able to survive internationally, Caterpillar began developing its first prototype in 1969. This was finally presented for the first time in 1970 under the designation 625X1. One special feature was the cab, which was initially still positioned on the right-hand side, as there was obviously still a lack of orientation on the new terrain.

Two years later, however, the time had come: the first Caterpillar 225 crawler excavator was launched on the market. Although it was primarily designed to meet the requirements of American users, it was also offered in Europe right from the start. The sales start was difficult because the somewhat clunky design, the standard monobloc boom and the not insignificant fuel consumption of the 125 hp V8 four-stroke Caterpillar engine were not necessarily what construction companies in Europe knew and wanted.

Nevertheless, thanks to its strong sales organisations, Caterpillar eventually succeeded in developing the excavators into serious competitors in the course of the seventies. Of course, the extremely good reputation of the other Caterpillar construction machines, which had already been established in many European countries for over 20 years, also helped. „The Cat excavator is a one hundred per cent Cat machine.“ was the refrain of the sales staff from 1972 onwards - as if they themselves had only recently been finally convinced of the quality.

In the end, not unlike today, attractive financing offers helped to boost sales in order to stake out the market segment in good time before the Japanese hydraulic excavator competition entered the market.

The Cat 225 sometimes delivered solidly and reliably what was promised and it had everything that a modern earthmoving machine needed at the time: dual-circuit hydraulic system, tractor drive with hydrostatic travel drive, two-lever servo control and 11.5 tonnes of breakout force with a weight of around 23 tonnes. Its success on construction sites could no longer be halted and the Caterpillar 200 series quickly grew to include further models.

From 1978 onwards, the B-series appeared, which was to provide the final breakthrough for Caterpillar hydraulic excavators and consolidate this „new“ market segment to this day. While the first machines for the European market initially came from the USA, hydraulic excavators were also manufactured at the Belgian plant as demand increased. Despite their late market entry, they had now achieved worldwide distribution.

Last but not least, this success was further increased from 1992 with the new 300 series, which was created in co-operation with Mitsubishi. And even today – more than 40 years after the debut of the first Cat 225 - Caterpillar hydraulic excavators are among the leading construction machines in all size classes and variants. In the meantime, a large number of the excavators currently on sale in Europe are already produced in Asia, which does not seem to have any influence on their popularity.

The pathos of the brand then all too often gives way to the previously perceived bias against other makes from exotic production. A Cat is and always will be something special for its fans.

Evolution set from DM in 1:50

Cat 225

by Daniel Wietlisbach

Many people were looking forward to the Cat 225 model, after all, objections from collectors' circles were taken into account, and now it has been delivered ...

The set with Cat 225 and 323 is the seventh and last in the Evolutions series. After the wheel loader, bulldozer, track loader, dump truck, grader and scraper, the set with the hydraulic excavators is the crowning glory. This means that one set of each type of Caterpillar earthmoving machine has now been released. The new set also comes in the elegant and sturdy box, a book with a ring binder explains the history of over five decades of development of hydraulic excavators at Caterpillar. Bob is included twice, actually identical, but with different coloured clothes, the „older" one looks pretty much like the test driver from page 20, only he holds his arms much too high to operate the levers, but maybe he is just gesticulating with a colleague standing outside, what do we know?

Because the Cat 323 corresponds to the standard model, we leave it out and concentrate our considerations on the really new 225, which has been implemented to scale and also pleases with the high proportion of metal, which extends to the handrails.

The undercarriage is well made and, with the 610 mm track shoes selected, achieves a total width of the equivalent of 3050 mm. The engraving of the crawler frames is spring-actuated and the eight track rollers and two support rollers on each side are designed as dummies. The idler and the sprocket with openings, which is characteristic of these excavators, are correctly modelled. The housing of the travel motors is located between the sprockets, which from today's perspective resembles an additional weight. In the model, it obviously conceals a continuous axle rod, as both track chains can only be rotated synchronously.

The upper structure is essentially made up of three cast metal parts, the floor, the engine housing and the cab. They are all finely engraved and correctly reproduce details such as door joints, hinges, locks and screw heads, as well as fan guards. The ribbed structure in the black strip is very well done and the running boards on both sides have anti-skid surfaces. The air intake and exhaust tube are mounted separately, as are all the die-cast metal handrails.

The cab corresponds to the first series of the Cat 225; only later was the windscreen changed so that it was continuous from top to bottom. The glazing is partially backed and partially inserted, the roof window was fitted separately and very accurately. The door can be opened and consists of a printed transparent plastic part. The cab interior is reproduced in multicolour and correctly detailed, exuding the Spartan charm of those years.

The excavator is attached with the 5.75 m boom and 2.44 m stick, the functionality of which is a delight. The maximum digging height is reached and even maintained slightly below this. The model does not reach the digging depth, but the transport mass is very precise. The lifting cylinders, which lock into three positions and then hold the boom stable, are a completely new design, but only in these three positions - and of course in the rest and transport positions. The boom is closed very precisely at the sides, while the stick consists of one part. Although the fixed hydraulic lines form a single unit with the boom, they are so clearly moulded that they hardly get in the way. The flexible pipework is made of flexible yellow plastic and leads to the hydraulic cylinders, which have exactly replicated cylinder heads. The bucket with five teeth consists of a die-cast part and is well detailed.

The paintwork in the historically bright highway yellow colour is clean and not too thick and the faithfully restrained printing is flawless. With the Cat 225, Diecast Masters has achieved a worthy conclusion to the Evolutions series.

Updates from Bymo

MC96 & RTG RG21T

by Carsten Bengs

Bymo is responsible for a range of first-class special civil engineering models from Bauer. They are regularly updated, improved and also presented in new versions ...

The MC96 was recently delivered in a further version with diaphragm wall grab DHG-V and hose reel system HDSG and the RTG RG21T piling rig was updated. Both models arrived safely in their well-protected boxes and the main dimensions were correctly transferred to 1:50 scale.

MC96 with DHG-V grab

The basic machine is a 120 tonne crawler crane designed for a wide range of specialist civil engineering work. With a lifting capacity of 130 tonnes, it is also suitable for heavy lifting work. The width of the extendable HD undercarriage is 106 mm or 5310 mm. The crane is powered by a 570 kW Caterpillar C18 engine whose exhaust pipe is located in front of the counterweight. Both track chains can be easily telescoped for maximum stability or minimum transport width.

The solid upper structure is finely detailed; air intakes, hinges and door joints are modelled as on the real crane and the door handles are coloured black. The heavy counterweight, which weighs 30 tonnes in the basic version, also ensures stability. The model is supplied with six additional small plates that can be placed on top of the basic weight. Each plate would weigh 2.5 tonnes, so that a maximum of 45 tonnes is possible. The new cab has a nice interior with a seat, hand levers and a control display. Windschield whippers on the front and upper windows and a small mirror complete the details. The upper window protection is made of etched sheet metal.

The boom system comprises five elements, all of which have photo-etched catwalks. All elements are joined with the usual nuts and bolts system, and so the MC96 can also be represented as a crane. All the pulleys of the MC96 are made of metal and can be rotated separately. The winches are operated using small keys hidden behind the side cover plate. Compared to the 2014 version, the boom head now consists of two parts, the lattice section and the yellow roller block.

We already know the DHG-V hydraulic diaphragm wall grab from the BG50; it is made entirely of metal and is therefore solid and heavy. The model version would correspond to a diaphragm wall width of 1000 mm and a trench width of 2500 mm. The empty weight is 16 tonnes and with excavation the grab would weigh 21 tonnes. The rotating device at the top of the grab is also beautifully modelled. It is needed to position the grab precisely in corners or tight spaces. The four control flaps on each side guarantee precise guidance and transmit data to the cab via cable. Fortunately, the grapple is also available separately.

RTG RG21T

The undercarriage with the telescopic crawler frames is fully functional. When extended, four plastic bolts lock both track carriers in the maximum position of 4500 mm width or 90 mm.

The running boards are factory-fitted and the upper structure is richly detailed. The new cab shell is identical to the one on the MC96, which is why we will not describe it again. Easy access is made possible by the cab-length catwalk underneath, which must be glued in place by the collector.

The Cat C18 diesel engine with an engine output of 563 kW is located directly behind the cab. True to the original, the side cover can be folded out to maximise cooling and reveals some details of the engine and cooling system. The hydraulic hoses are routed from the hydraulic hose connections on the upper structure to both sides of the newly painted grey

leader and supply all cylinders and the vibrator. The two lower hydraulic cylinders are stable enough to hold the entire attachment in any position. The leader can be swivelled in several directions. The tilt can be adjusted with the two rear cylinders, and it can be rotated 90° to the left or right with the rotating device.

The leader head with the auxiliary crane is completely new and richly detailed. The crane has no function, but the hook is fixed at a height that allows one of the two sheet piling profiles supplied to be picked up true to the original.

The MR150AVM vibrator is also completely new; with a weight of 5.2 tonnes and a centrifugal force of 1500 kN, it is Bauer's largest. It is precisely engraved and refined with numerous details. It is supplied separately, as is the grey bracket, which is attached under the vibrator as shown in the pictures; it makes it easier to fit the Larssen to the vibrator mount. Also new is the eye-catching yellow cladding of the feed cylinder, printed with the type designation.

Apart from the version shown, the piling rig has so far been supplied in three other versions: for „Kibag", „ADG" and „Terra Infrastructure" (successor to Thyssen-Krupp Bautechnik).

Both models are immaculately painted and printed with high-quality imprints, warning plates and logos. Bymo has succeeded in creating two high-quality innovations with these models.

Large excavator with tools from DM in 1:87

Cat 395

by Daniel Wietlisbach

After we were able to show the LME version in the last issue, we have now also received the GP version with three different tools ...

The additional designation „GP" is the abbreviation for General Purpose and can be translated as „general application". On the Cat 395, this means a longer boom and stick as well as a smaller bucket. To extend the possible uses of the machine, the 1:87 model has been attached with a quick coupler and is also supplied with a bucket, hydraulic hammer and demolition shears. Such additions are very welcome, and having already presented the identical basic machine, we will now focus on the attachments.

The boom measures the equivalent of 8.40 m, the stick 4.4 m. The factory-fitted bucket is beautifully engraved with wear plates and six teeth. To change it, it must first be unclicked at the top with measured force and then lifted out of the guide at the bottom, which works well.

The H215 S hydraulic breaker is designed for excavators from 65 to 120 tonnes, with an empty wieght of between 7.40 and 7.65 tonnes. The model consists of a metal casting, which has all the details precisely engraved or raised, and the S3070 is a demolition shear that can be mounted either on the stick or, on smaller excavators, directly on the boom. It is suitable for excavators from 29 to 90 tonnes for both demolition work and scrap recycling; the empty wieght when mounted on the stick is 6.92 tonnes. The model also consists of finely engraved metal parts, the jaw is movable and the entire shear can be rotated.

Both demolition tools are labelled correctly and in detail, the Cat 395 GP in this version is an enrichment for any 1:87 collection.

Betamix BT 901 Pro & travers S 51 SX

Concrete Team

by Daniel Wietlisbach

We are taking the launch of the Betamix truck mixer as an opportunity to present the last remaining Bauma 2022 innovation, the 51 m concrete pump from travers Stetter ...

The Turkish manufacturer Betamix is closer to travers Stetter than you might initially think. The Ankara-based company calls itself „the official Stetter truck mixer manufacturer in Turkey“ on its website. The 6500 m^2 production facility not only manufactures its own Betamix products, but also Stetter truck mixers. The company‘s history goes back to 1986, the year it was founded, when it first appeared on the market with concrete pumps and spare parts. Betamix later developed truck mixers, which it began focussing on in 2001. Today, the portfolio includes models from 8 to 16 m^3, the larger ones as Tractors.

The mixer body realised by NZG is a BT 901 Pro with a capacity of 9 m^3, suitable for four-axle trucks. We have already presented the beautifully detailed chassis and the well-proportioned Arocs cab with cameras instead of rear-view mirrors, which is why we are focussing on the new body. The model has been realised to scale and is functionally convincing. True to the original, the body is mounted on its own frame, which is firmly joined to the side members of the crawler frame. At the front is the 650 litre water tank with a separately mounted level indicator and the operating equipment. At the rear, on the left-hand side, you can discover the very delicately modelled control lever; the optional diesel fuel tank for chemical additives is mounted directly in front of it. The ladder, which allows the operator to reach the platform by the hopper, is hinged and made of metal with a slightly oversized material thickness. The panels mounted on both sides of the hopper are faithfully reproduced as filigree perforated plates. The duck tail can be moved freely and swivelled to either side, and there is even a functioning folding extension mounted at its end; two further extensions are fixed to the mudguards. There are also two wheelchocks there, which are optional on the original.

Schwing Stetter S 51 SX

Back in 1967, Schwing presented the first truck-mounted concrete pump with a 350° rotating placing boom; since the 1970s, truck-mounted concrete pumps have had roughly the appearance we know today. The concrete is pumped from a hopper at the rear via a foldable placing boom made of box sections to the installation site. The market launch of the arched SX outriggers in 1995 was a revolution; the one-piece design made them more stable and robust. The current S 51 SX also has this outrigger, and the maximum reach is 50.10 metres. A delivery pressure of 85 bar is required to achieve the delivery rate of 162 m^3/h. The unladen weight of 40 tonnes requires a five-axle chassis and the flat Arocs cab shell allows the mast to be used horizontally forwards with a long reach.

NZG‘s model is very heavy, probably not least because all elements of the mast are made of metal. The car pump has been realised to scale and is also highly functional. The funnel cover and 12 small mattresses for the outriggers are supplied in a bag. The mattresses can be stored true to the original in the box on the rear right support, where the hose extensions are also housed. The funnel cover can be inserted either closed or open.

The model reaches the impressively dimensioned support base without any problems; the replica of the SX supports is an excellent success. The mast can then be carefully unfolded and reaches the calculated maximum reach exactly. All the mast elements are precisely engraved and reproduce all the hydraulic lines in relief; the joints are modelled in black rubber. All parts of the kinematics for folding the distribution mast have been realised true to the original and very elaborately. Although the pins and hollow rivets used at the moving

points are not coloured, they are very delicate and therefore hardly disturbing. Thanks to the built-in, stable hydraulic cylinders, the mast can be shown in all prototypical positions and the numerous details of the pump base can be wonderfully studied with the mast raised.

The hopper with grille is located at the rear and the collision protection can be folded up for use on the construction site. There are steps on both sides of the hopper so that the machine can be walked on, but most of the top is covered with checker plate. The centrally arranged pump battery can be seen very well from above and is shown in great detail with hydraulic hoses. The powerful 2.5 m long delivery cylinders form the centrepiece of the machine and could only be accommodated thanks to the space-saving SX outriggers

The paint finish in „eggshell“ (off-white) is perfectly opaque and not too thick. The printing with logos and type designation is sharply contoured and flawlessly executed. Together with a truck mixer, the travers S 51 SX forms a strong model team.

Tom‘s driving log

by Tom Blase

Let‘s go West - or „an American in Rheinhessen“

Long nose torpedo trucks from the USA have a great attraction for many people.

I personally prefer front steer trucks somehow - maybe I just think too pragmatically. I like to have my bed in the same „room“ and not in the neighbouring room and I like clear turning circles.

It must have been in the mid-80s when the wild west came to our small village in Rheinhessen. The red „West“ Kenworth was featured in a Sunday television programme on the „Mainzer Sendeanstalt“, and in the late afternoon my father came home excitedly, „Thomas, you won‘t believe this! A Kenworth has got stuck in the old town.“ As Blase Senior liked to carry the proverbial mischief around with him, I didn‘t believe him. But my curiosity got the better of me and shortly afterwards I believed it myself – the crowd of people and the red lorry were impossible to miss and the narrow road and the junction were packed with onlookers and jammed with the flagship from Seattle.

Its driver, visibly nervous, tried to free himself from his predicament. Back and forth – an unsuccessful endeavour – he couldn‘t get around the corner, and the good advice from the winegrowers and farmers present drove additional beads of sweat onto the Kenny driver‘s forehead: „I‘ll drive around in the autumn with my Bulldog and two full grape trailers, don‘t be like that.“

At some point, my father and his twin brother Fritz (both drivers with heart and soul) came to their senses. A quick chat with the „trucker“ and then they got down to business with short and concise instructions. Another driver colleague of the two Blases placed a couple of hastily procured wooden planks under the semi trailer wheels and slowly success was achieved. With each manoeuvring attempt, the trailer slid the decisive centimetres around the corner of the house and after a quarter of an hour the giant was freed.

Cigarettes, stickers and truck posters were distributed to the onlookers. This led me to a Polaroid picture that I still have today. The atmosphere was great – a little folk festival on a Sunday, and I later learnt that after the TV appearance they just wanted to have a bite to eat in the countryside.

His hand-written „note sat nav“ with the directions was actually correct, but unfortunately only suitable for passenger cars and not for an Eighteen-Wheeler.I‘m telling you – this wouldn‘t have happened with a front steer truck.

Forwarding lorry from PowerTrac in 1:50

Saurer D330B 8x4

by Daniel Wietlisbach

After countless tipper models from various manufacturers, it was only a matter of time before someone dared to use the legendary Saurer as a haulage model ...

Even with a tilt body, the indestructible trucks from Lake Constance were part of the everyday Swiss road scene in the 1980s. After the D290F 4x2 with refrigerated body from ACE, which we were able to show in issue 1-2024, it is now PowerTrac that is presenting the D330B 8x4 with tilt body, which is very welcome.

The story is somewhat similar to the development of the 1:87 models from Roskopf from the 1980s, which today have cult status. Back then, too, the 8x4 tipper appeared first, followed by 4x2 haulage models with box bodies, later the long 8x4 tarpaulin models, also with the long-distance driver‘s cab, followed by the four-axle tankers. The cabs from back then are still considered one of the best mould implementations today, even if one or two details would have been added in the last 40 years – the mould was extremely coherent! Marcel Roskopf channelled all his love for Switzerland as a holiday destination into these models.

PowerTrac launched the series with seven models, five with the daycab and two with the particularly attractive long-distance cab. The models are correctly realised in all main dimensions, are made of resin and are built on a continuous chassis, which is also well done when viewed from below. The drive train is depicted throughout, the rear axle housings are finely engraved and the brake cylinders and trailing arms have not been forgotten either. The three cylindrical bulges, which serve to screw the model to the plastic base of the packaging, slightly spoil the picture. The air tank, battery box and exhaust tube are located on the driver‘s side of the chassis, the diesel fuel tank and a storage box are on the right, and the spare wheel with front axle rim is mounted at the rear. The rear lights were applied as decals, the cat‘s eyes are not painted. A small drawbar coupling has not been forgotten either, although it only had a subordinate function, as the four-axle vehicles reached the 28 t payload permitted at the time on their own. The wheels are also new with beautifully engraved rims, the diameter of the rear wheel hubs should again be larger.

The tilt body is identical on all seven models, but two different rear variants are possible, in addition to a rear shutter there is a tail lift to facilitate loading and unloading. The tail lift is used as a separate resin part and is beautifully engraved.

The fact that the three side shutters are of different lengths corresponds to the prototype, as can be seen in the original photos. The folds of the tarpaulin are greatly simplified, presumably so that various tarpaulin fasteners could be depicted; these are raised at the front and rear, but only printed on the sides. The vehicles reach a total height of the equivalent of 3.5 m.

Now to the cab, which personally left me somewhat perplexed. As PowerTrac already has the heavy-duty tractor unit with the long-distance cab in its range, one could assume that this would also be fitted to the haulage lorry. Although the upper door edge was not round enough, the basic shape was just right. However, the long-distance cab on the new haulage models is apparently a new design and unfortunately shows various dials. The smallest may be that it offers too little space at the rear for the bunk, but the lack of height is irritating. This impression is reinforced when looking from the front because the windscreen is too high. Unfortunately, this shortcoming also applies to the new daycab, but could at least be camouflaged relatively easily with a sunvisor.

Otherwise, the cab shells are just as beautifully detailed as their predecessors. The grill is open-worked and has etched blades, air deflectors, rear-view mirrors and windschield

whippers are mounted separately, the headlights are equally impressive; the photo-etched checker plates on the steps are also very nice, and even antennas are mounted. It is therefore to be hoped that PowerTrac will correct the next models - the collectors would be grateful. The 8x4 Saurer with tank superstructure has already been announced - including the „Jeanneret“ version, as used by Roskopf in 1:87.

Tractor from Kranlab in 1:50

Faun SLT-50 „Elephant“

by Daniel Wietlisbach

The Mammoet shop is always good for a surprise, this time even with a new manufacturer in the 1:50 sky. Kranlab has realised the mighty Faun SLT-50 really heavy ...

The SLT-50 got its nickname from its military past, where animal names are often given to match the characteristics of the vehicles. And the SLT (heavy goods transporter) is indeed an elephant among tractor units. It was put into service in 1976 as an all-terrain 8x8 armoured transporter and has been revised several times over the years. The reason for the required increases in performance was the increasingly heavy Leopard tank, the Elefant‘s most important transport asset. The semi trailer matching the tractor unit offered a payload of 52 tonnes.

In 2010, the British heavy haulage company „ALE“ acquired three Faun SLT-50 tractor units from the German Bundeswehr for contracts in South Africa, which were equipped with the Deutz V12 diesel engine with 735 hp (540 kW) and two turbochargers following the attachment by Faun from 1995 to 1999. The powerful engine was located behind the cab above the two steered front axles. With a vehicle width of 3.15 m and a length of 18.83 m, the vehicle weighed 39 tonnes empty. ALE replaced the trailer coupling with a ballast bridge, which made the Elefant even heavier. After the operations in South Africa, the tractor units were shipped to the UK.

ALE has been part of Mammoet since 2020, and because the internationally active Dutch heavy haulage specialist takes exemplary care of its history, models from companies that have since been taken over regularly appear to the delight of collectors. The Mammoet shop works with all the well-known manufacturers, and the Elefant is the first 1:50 model from Kranlab. The manufacturer made a name for itself in 2022 with the Liebherr LTM 1500-8.1 in 1:87 in unprecedented quality. The expectations for the SLT-50 model were correspondingly high.

The Faun Elefant is supplied in a sturdy box between two foam inserts. A certificate reveals the production number of the limited edition of 500 pieces, and a bag contains a drawbar and a drawbar as well as the pins required for assembly. The model is heavy and looks powerful and mighty even in 1:50 scale; the main components are made of die-cast metal. In addition, the axle beams, for example, show the typical structure of 3D printing, they are beautifully detailed and form a unit together with the axle suspension, the trailing arms and the brake cylinders. The drive train is reproduced throughout and the front wheels can be turned. The wheels are excellently realised, the tyres are profiled and textured on the sides with raised lettering.

The angular cab is very well made and exemplary detailed, Kranlab prefers filigree etched parts for windscreen wipers, fan guards and checker plates. The windscreen is accurately fitted, the side windows are backed, the handrails are made of plastic, the delicate rear-view mirror holders are made of thin wire.

The mighty hood, exhaust system and other assemblies can be seen behind the cab. The two cable winches with towing capacities of 18.6 tonnes each are also reproduced in detail, as are various compressed air tanks and the cap lid. The ballast bridge, including the platform behind it, consists of a cast part, which is supplemented by metal grab rails and safety railings. The upper cover is painted in a matt finish, giving it a deceptively similar appearance to a tarpaulin. The SLT-50 has a heavy-duty coupling at the front and rear and all the lights are made of transparent material. The paintwork and printing are flawless.

Mammoet Store Experience

The new Mammoet fan shop, which is much more than just a shop, opened in mid-February. Of course, all current shop products, including models, can be purchased, but all previously released products are also presented as if in a museum. Special highlights from Mammoet's history are displayed on the so-called historical winch. There is an original SMTP module to marvel at and you can also take a seat in an original Liebherr crane cab, from where you can enjoy the view of the courtyard. It is also possible to follow the work of Mammoet through VR glasses.opening hours weekdays from 8.30 to 17.00, Karel Doormanweg 47, NL-3115 JD Schiedam.

Model exhibition & fair at the Ebianum

Highclass

by Daniel Wietlisbach

At the end of April, Fisibach becomes a mecca for collectors, with visitors becoming more international from year to year and the models on display reaching a very high level ...

Once a year, the Ebianum excavator museum becomes a meeting place for collectors from all over Europe. This was particularly evident on 27 April this year, as a wide variety of languages could be heard in the sometimes densely packed aisles between the exhibitors' tables. The sixth edition of the model exhibition and market attracted 1150 visitors, who were once again not disappointed.

While real construction machinery and remote-controlled models could be admired in action in the outdoor area, our themed area was concentrated in the large event hall and the entrance area in front of it. Truck and construction machinery models on a scale of 1:50 and 1:87 took centre stage here. They could be purchased at the dealers' tables and were traded and exchanged at the tables of private collectors – in some cases even before the hall doors were opened. On the fringes of the permanent model exhibition, individual pieces from the Heinz Eberhard collection were once again on offer and, as every year, the many individual pieces presented by modellers were a source of amazement.

Own and converted models of a very high standard were on display. The detailing of the trucks now extends to the fuel lines between the diesel fuel tank and engine, and excavator models impress with free-standing hydraulic lines, quick couplers and detailed tools.

The dioramas, on which some of the models were presented, also demonstrated a high standard of construction. If the construction machinery was also dirty or the trucks were covered in road dust, the boundaries between reality and model became blurred.

The next exhibition will take place on 25 April 2025.

From farmhand to haulage contractor, Part I

The F. Murpf AG

by Erich Urweider

Fridolin Murpf bought his first Volvo tipper in 1962. Who would have thought back then that he would one day have over 100 employees and that his company would be one of the leading food transport companies in Switzerland ...

Fridolin Murpf, the founder of F. Murpf AG, was born on 10 December 1934 on the sandy soil in the Entlebuch; the picturesque landscape between Bern and Lucerne is now known as a Unesco Biosphere Reserve. Ninety years ago, however, life in this agricultural region was harsh. Fridolin was the fourth of twelve children, and before he was three years old, his parents‘ house was completely destroyed in a fire. A lightning strike was the cause, but fortunately father Josef was able to rescue the sleeping children in time and drive the cattle out of the barn. The family found temporary accommodation with Fridolin‘s grandmother and an uncle.

Two years later, the Second World War began, which continued the period of privation. Fortunately, his father was allowed to stay at home because he was exempt from military service due to stomach ulcers. Nevertheless, he did his bit by being assigned to cut peat and wood with the internees. The raw materials were used to make fuel for the wood carburettors of army vehicles. At times, troops were also stationed in Entlebuch, the house was full of soldiers and there were horses in the stables. Fridolin was fascinated by the vehicles with the eye-catching wood carburettors and studied the auxiliary units and superstructures by climbing around on them. He also had shooting lessons, which he enjoyed, but his favourite was the soldiers‘ cocoa, which was completely new and unfamiliar to him.

After his compulsory schooling of seven years, Fridolin worked as a farm labourer for an uncle. His mother died giving birth to their thirteenth child when Fridolin was 15 years old. He was not aware of the danger a birth could pose; until then, he could only rejoice at each new sibling. He continued to work as a farm labourer on various farms with the aim of becoming a farmer - if he worked „well“, he was even paid a bonus. In order to fulfil his career aspirations, he saved all his money, but also had to give his father a portion.

However, after the consequences of an old injury became apparent, he had to give up his career aspirations. While sleepwalking as a child, he left the house, tried to get back in through the kitchen window and injured his leg on the broken window glass. The consequences of this injury stayed with him for the rest of his life, leaving his leg cold and numb at times and making it difficult to walk.

Leaving home

In 1959, Fridolin left Entlebuch and became a mechanic on the Göscheneralp construction site, where Switzerland‘s largest earth dam was being built at the time. There he learnt a lot about engines, trucks, excavators and other construction machinery. Thanks to his learner‘s licence for heavy motor vehicles (trucks), he was already allowed to drive the Euclid dump trucks used there back and forth between the construction site and the workshop. It was the time of the big dam projects and Fridolin would have been able to work on the even bigger Mattmark project after the Göscheneralp dam was completed. However, he turned it down because friends found him a job with the village electrician in Hägendorf. Fridolin finally found a new home in the village near Olten. In addition to his work as an electrician, he helped with excavation work for the electrics and in agriculture, thus supplementing his salary. However, his leg problems showed him his limits here too, and so he finally looked for a job

that could be done in a seat: Driving a truck.

The start of self-employment

In October 1962, Fridolin Murpf bought his first truck, a Volvo N385 tipper in cement grey. He carried out his first transports on a time and material basis or on a piecework basis, during the day he excavated earth and gravel for a regional construction company and a gravel works, and in the evening he drove straw for the farmers in his old home of Entlebuch. Because the young entrepreneur didn‘t get the orders thanks to connections like other hauliers, he adopted a high work ethic: „Stay neutral and work cleanly and reliably.“ He was convinced that this was the only way to establish himself and build a positive reputation.

You also had to be flexible and open to new ideas. For example, when a request for an urgent gas delivery to Winterthur came in just before Christmas. The heavy gas cylinders could be transported safely to their destination thanks to clip-on shutters - the customer from back then has remained to this day.

Driving with a broken chassis

Fridolin Murpf was also involved in motorway construction in the Egerkingen area in 1963 with his Volvo, but not always with the maximum permitted payload. When his truck did not react as usual on a bend, he realised during an inspection that the chassis was broken. He carefully drove home to the farm where he lived, sawed wooden beams to fit and secured the chassis with chains and straps so that he could continue driving until the evening. After work, he met up with two friends experienced in steel construction in the village smithy, where they welded well into the night. The following day, the young chauffeur was back in the line of tippers on time for loading. The Volvo continued to provide reliable service for another year and a half.

In 1964, Fridolin Murpf had saved enough money to buy a new truck. It was his first Volvo purchased as a new vehicle and also one of the first vehicles with a tachograph. The new tipper had a turbocharger and, thanks to Fridolin‘s fast driving and working style, he soon earned the nickname „blue lightning“.

The accounts were kept continuously in the cab on a writing pad: Expected income, minus fuel, minus amortisation, minus risk - business was tough even back then and if you wanted to survive, you had to have your costs under control. Fridolin spared neither himself nor the truck.

His tours for the Swiss cleaning manufacturer Granol took him as far as Augsburg near Munich. Usually four times a week, sometimes even five times, which is why he bought a second truck with a tipper body and hired his first driver in 1966.

Long-distance lorry driver for a short time

In 1966, Fridolin bought a new Volvo F88 truck and trailer with a tilt body and started travelling on behalf of haulage companies, which took him as far as Spain. The long-distance haulage business was handled by large international haulage companies, most of which were based in Basel. In the end, contract drivers like Fridolin were left with very little of the contract sum because it was divided among too many people. Working and rest time regulations placed further restrictions and customs clearance also reduced earnings. Fridolin therefore sold the tarpaulin lorry again in 1973 and invested in another tipper with driver.

At Christmas 1968, Fridolin was able to buy a house in Hägendorf, which he actively helped to renovate. He had already known Maria, the woman he married in 1969, for seven years before the wedding; she worked in a restaurant in Hägendorf and also came from Romoos in Entlebuch. The marriage brought great relief, Maria flourished in her role as a businesswoman and was an important support for Fridolin. He could rely on the invoices being written correctly and punctually, and she also made time for the employees when they needed help. She never lost track of the finances, even when her husband had other tarpaulins. When visiting the commercial vehicle show in Geneva in 1972, for example, Fridolin ordered three new Saurers, even though they had no money for them, as his wife remarked. However, Fridolin acted as a middleman in this purchase and had already resold the three trucks at a profit before they were delivered.

The family grew at the same time: Thomas was born in 1971, Stefan a year later and Andrea another year later, in 1973. Rolf, the baby of the family, was born in 1980 and the children grew up surrounded by the company.

(To be continued in the next issue.)

Remo's Old Iron

by Remo Stoll

Do you know them? Recognise the machine and win the model ...

Bigger is not always better. This crawler loader with an operating weight of just over 10 tonnes is the perfect size for such small excavation landfills. The wide track chains are an indication of the additional designation of the type we are looking for. With a similar type designation, it was still to be found in the manufacturer's portfolio for a long time as a dozer.

Recognised the machine? Please send us the exact designation by the closing date of 10 August 2024 at the latest. If there are several correct entries, the winner will be drawn by lot. Only participants with full address details can be considered so that the winning models can be dispatched.

The prizes this time are the Kobelco SK500LC in the limited black version from Conrad, the Komatsu PW180-11 from UH and the Betamix BT 901 Pro truck mixer from NZG.

Solution from Laster & Bagger 3-2024

The truck was a Saurer D290. All the correct answers were drawn by lot and the winners were: Rok Kolar the CZM EK160 drilling rig from Diecast Masters presented in this issue, Markus Oberholzer the Kobelco SK58SRX mini excavator, and Thomas Buchser the historic Saurer S4C „Wolf Chur" from ACE.

German crane manufacturers – Part I

Reconstruction

by Wilfried Schreiber

In the post-war period, the demand for construction cranes for reconstruction was high in Germany. Many engineering and steel construction companies, as well as forges and iron foundries, began to manufacture construction cranes ...

These new competitors rivalled the already established crane manufacturers such as Wolff. Unfortunately, this was only temporary, as many of these German manufacturers did not survive the crises in the construction industry of the 1970s and the emergence of foreign competition.

We present several of the vanished manufacturers in alphabetical order and can at least show some cranes in model form. Let's start with „AZO", Alois Zeppenfeld from Oberveischede, who manufactured small luffing jib cranes from the mid-1960s that could be used either stationary or on rail-mounted trolleys. AZO was also the first manufacturer to put construction cranes on truck chassis, thus offering quasi fast-erecting cranes.

The tower and boom were already hot-dip galvanised. In the seventies,

AZO also developed fast-erecting trolley cranes that rotated at the bottom. Unfortunately, the author does not know exactly when AZO ceased crane production. The model we see is an AZO on an Iveco chassis.

A newcomer in the construction crane sector was „BKT“ (Baukrantechnik), founded in 1984. In addition to various bottom-slewing fast-erecting trolley cranes, it developed the first centreless top slewing crane, which was groundbreaking for all other crane manufacturers; today it is impossible to imagine the world without topless cranes. The Tax engineering office, which had previously developed Peiner cranes for decades, played a key role in the construction of the BKT cranes. BKT was also very strong in the rental sector and expanded as far as Thailand and the USA. Unfortunately, BKT came to an end in the 1990s and the company was taken over by Potain. A model of the ZBK 100 can be seen on the diorama.

The „EWK“ (Eisenwerke Kaiserslautern) lasted much longer, and although it has not been manufacturing construction cranes since the mid-1970s, it still exists thanks to environmental technology. EWK produced the first tower crane as early as 1911, and in the post-war period its products were exported to 27 countries. At the beginning of the 1950s, bottom-slewing luffing jib cranes were built until crane production was taken over by travers in 1954. From then on, EWK cranes were fitted with ball slewing rings between the lower and upper structures for the first time instead of the open roller slewing rings. Here we see a model of the Herkules with an extended slewing column in the silver paintwork typical for around 1958; the later company colour was royal blue.

Another crane manufacturer of this era was „Hilgers“ from Rheinbrohl, founded in 1867 as a steel construction company. It also began building construction cranes in the 1950s - similar to Liebherr or Peschke with bending beams at the time. As an example, we show the model of the BDK (construction slewing crane) 14. In the course of the merger with Vögele, known for its road pavers, luffing jib construction cranes in many sizes with and without telescopic tower were now also manufactured in Mannheim in addition to Rheinbrohl. The largest bottom-slewing luffing jib crane in the 1970s was the BDK 145/215 with a maximum radius of 50 metres and a hook height of up to 95 metres. As the changeover to trolley cranes, which had become necessary in the meantime, was missed, production had to be discontinued in the same decade.

Founded in 1911, „IBAG“ (internationale Baumaschinenfabrik AG) was also based in Neustadt a.d. Weinstrasse in the Rhineland. In 1960, IBAG presented a new successful series of luffing jib cranes, including the F7, which is shown here as a model in the typical IBAG livery. These cranes were very similar to the Reich cranes produced previously. After the takeover of IBAG in 1969 by the Midland-Ross-Cooperation from Cleveland / Ohio and Korf Industrie- und Handels GmbH & Co from Baden Baden, the production of construction cranes was discontinued.

1:50 scale models

The BKT ZBK 100 is a soldered brass model by Michael Acker, which can be completely dismantled true to the original. The EWK Herkules is a model built by the author himself from plastic and metal. The gifted model maker and „crane carver“ Lothar Unfried contributed the Hilgers BDK 14 and the IBAG F7 made of plastic. The dioramas shown were built by the author in co-operation with his friend Ludwig Lind, who has sadly passed away.

Diorama of the superlative in 1:50, part II

Five friends

by Daniel Wietlisbach

As promised, we take a closer look around the LorraMine in the second part. We visit the workshop where the heavily used machines are serviced and reveal some tips from the builders of the models ...

The workshop building was built from plastic profiles based on pictures on the Internet and is actually a simple large hall that only reveals its true qualities once the roof has been lifted off. Only then can the detailed cab interior with overhead crane be admired, which radiates a great deal of life. It is a real pleasure to watch the workers carrying out various tasks. For example, an extensive service is being carried out on a Cat 793D, the rear axle rod is outriggers on hydraulic jacks and the wheels and wheel hubs are dismantled. The tools are ready in workshop trolleys and there are tyre marks on the ground. Two workers are taking care of the wheel hub housings, while another is cleaning the windscreen of the cab, which has also been dismantled. Because the models cannot be dismantled in such detail, of course, the five friends had to do a lot of work themselves. The red tool cabinets come from the accessories sector for 1:43 scale model cars, but the larger scale of these details is not significant next to such large machines.

The scene with the removed engine in front of the Liebherr KL2450 dump truck is a jewel in its own right. Of course, it was not possible to use the suggested engine in the not-so-new Conrad model, so the V16 assembly was ultimately built in-house with all the details. Many lines and small pipes were modelled as well as the easily recognisable turbochargers. Of course, the empty engine bay on the dump truck was skilfully detailed and all safety railings and handles were replaced with filigree wire constructions.

Chains for large tyres

One of the most fascinating features of large wheel loaders are the tyre protection chains, which give the machines an even more „brute“ appearance. Requested by many collectors, the only solution so far has been to build them yourself. In the LorraMine, Denis took care of the chains, using „ring fabric“, which is used as a raw material for protective clothing such as gloves for cutting meat, and is also used for costumes (chain mail) of medieval knights. The material can be found under the search term „ring mesh“ (www.raumprobe.com/de). Pieces can be cut to size with pliers, the size is determined directly on the hoop, not forgetting the sides. The chain pieces are placed around the tyres and tied together with a thread. On the inside of the wheel, a thin elastic band is pulled through the individual rings and tied tight; this is responsible for the tension of the chain.

On the outside, slightly larger rings are attached at regular intervals and these are finally joined by a filigree chain, which keeps the chain fabric taut. All this work requires patience and is sometimes a fiddly job, but what counts in the end is the result.

Life outside the hall too

The service area in front of the workshop hall is also a hive of activity. And because even the smallest part of mining machines can hardly be lifted with muscle power, all kinds of lifting machines are used there. Lifting platforms, impressively large forklifts and yard cranes are part of a mine‘s service inventory, and mobile cranes are also regular guests for even heavier loads. The delivery of heavy spare parts also regularly requires the use of large low-loaders and special transport.

Of course, a scene with a tyre change is a must; a forklift truck was attached with special grippers for this purpose, which were of course also built in-house.

To make the dump trucks look really heavily loaded, the tyres shown below are an important detail. Olive

uses a small bottle of paint (Tamyia) or another round object that fits in the middle of the tyre to stabilise it. He then heats the lower part of the tyre very carefully with a Bosch hot-air blower and presses the tyre flat. After cooling down, the tyre becomes hard again but retains its mould. Of course, tyres treated in this way have a top and a bottom, but the effect is unique and hard to beat.

The figures that breathe life into the scenes depicted are mostly from Preiser or are ordered from RD-Hobby in Germany (rd-hobby.de), where the majority are American products. To prepare them for the operating conditions in the LorraMine, they will all be repainted by Denis. The small French supplier „Creatpshop" (www.creatpshop.sitew.com) also offers very nice figures in 1:50 scale.

There's no doubt that anyone who invests so much time and enthusiasm in a project also wants first-class photos. In this case, pictures are the only way to show the non-transportable diorama to a larger collector community. For this reason, the photographic technique has been continuously refined over the years. In the beginning, for example, the light bulbs used caused the typical yellowish cast in all the photos, which is why they have since been replaced by more professional ones that imitate natural daylight. Sometimes, however, Photoshop's bag of tricks is also used, for example when it comes to depicting dust, which is a well-known problem in a mine, but also contributes to the „right" mood in the pictures. Olive therefore added this dust on the computer. Unfortunately, he has since left the team, but not without first passing on his knowledge to Denis. Other friends have gradually left the team, partly for family reasons and partly due to health issues. In addition to Denis, Florian, whose advice in the field of mining is always useful and enriching for LorraMine, is still with us.

This concludes our visit to the LorraMine, but we will not soon forget the pictures, as this 40 m2 diorama will probably remain unique in the world of modelling for a long time to come. Enthusiasts are welcome to contact Denis with any questions about the diorama: denischery54@gmail.com.

Our partner page

Deep excavation pit for ETH Zurich

The future HPQ physics building comprises six basement floors and seven upper floors. The Marti AG Zürich and Eberhard Bau AG consortium is responsible for creating the 26-metre-deep excavation pit with a volume of around 130,000 m^3. The advance excavation with around 46,000 m^3 of material was completed by the end of 2022.

The excavation pit is secured by a circumferential, 1.2 m thick and 35 m deep diaphragm wall. Four layers of prestressed steel braces are required for the bracing. The Ebirec building materials recycling centre produced a total of 13,100 m^3 of pile concrete to fill the 122 large bored piles and the diaphragm wall with concrete. Excavation work for the first casting layer began at the end of November 2023. From mid-July 2024, work will begin on the fourth and final layer.

A Sennebogen 6113 telescopic crawler crane with an 8 m^3 clam shell grab will be used to transport the excavated material - two working cycles and the truck is full. The grab is filled with a Caterpillar 963 chain loader.

New on the market

KB Kettenmanufaktur 1:50

Stefan Hübner made a name for himself with chains for the heavy-duty sector. After 3D printing opened up new possibilities, his range was stretched. He currently offers modular parts for trench shoring. The basic element has a height of 50 mm (2.5 m in the original) and is available in six different lengths from 40 mm. The 30 mm (1.5 m) extension can be simply plugged on. Both sets include the red struts in four lengths, as well as the required screws (kb-kettenmanufaktur.com).

MT-Diorama construction 1:50

Markus Thalmüller offers various tools and accessories using the finest 3D printing technology. For example, a stackable 1000 litre construction site tank with a removable hose true to the original and openwork feet and handles. There is also an attachment vibrating plate with a 12 mm wide mount. This is an exact miniaturisation of the UAM Proline 1500. The products are very finely printed, impeccably painted and faithfully labelled with decals (contact via Facebook, Instagram or mt-dioramenbau@gmx.de).

IMC 1:50

In the last issue we had to point out that the Mack RD800 and all other models from HHR (Heavy Haul Replicas) can only be ordered directly in the USA, but IMC has now taken over distribution for Europe. The beautiful models can now be ordered from well-known dealers, and IMC has also announced a sales partnership for Chinese Sany models. These can already be found on the IMC website, most of them in 1/35th scale, with only two large cranes available in 1/50th scale, the SCC15000TM crawler crane and the SAC16000S mobile crane.

Tekno 1:50

Tekno announces the first model of the 4-series Scania with a redesigned cab. The grill, battery box, tote angle mirrors and other details have been improved. The first model will be the „Michel Kramer“ container tractor and semi trailer. It will be loaded with two refrigerated containers, which are completely new to the range.

And the trailer for roll-off containers will also be revised and offered for the first time with the „Henco Trans“ truck and trailer. Among other things, the trailer offers options for mounting double wheels or super single tyres as well as storage boxes, underrun bumpers and spare wheel carriers.

News in brief

Hydrogen MAN

MAN is now also focussing on hydrogen. A small series of around 200 vehicles is to be available for selected markets in 2025. MAN is not relying on a fuel cell like most of its competitors, but on an internal combustion engine powered by hydrogen. The MAN hTGX is intended as an alternative to battery-powered electric vehicles for special applications. These include timber transport, the construction industry or tank transport, for example, and the hTGX is also intended to be used in areas where the charging infrastructure is inadequate. According to the company, the hTGX will remain a niche product, as the battery-electric application is ahead in terms of energy efficiency as well as operating and energy costs. The H45 hydrogen engine is based on the D38 diesel engine and is produced in Nuremberg. It has an engine output of 383 kW (520 hp) and a torque of 2500 Nm at 900-1300 rpm. It can be refuelled in less than 15 minutes with hydrogen compressed to 700 bar. (eu)

Volvo Days 2024

The Swedes presented numerous new construction machines at the Volvo Days in Eskilstuna. In the excavator segment, these included the

EC230, EC400 and EC500 models in the 25, 40 and 50 tonne classes. In addition to the new cab, numerous assistance systems are now also available. Two new models have been added to the range of rigid dumpers: the R60 with a payload of 55 tonnes and the R70 with a payload of 65 tonnes. They are powered by a Cummins QSK 19 engine. The new A40 articulated steering was also on display. The two wheel loaders L90 and L120 and the short-tail mobile excavator EWR150 are now also available with electric drive. (up)

Zetros model family is being stretched

The Zetros was originally built for the military and has been in the Mercedes-Benz Trucks portfolio for some time. At Eurosatory in Paris, it was presented as a new four-axle model. This means that 4x4, 6x6 and 8x8 vehicles are now available. A protected cab can also be ordered ex works. The vehicle on display comes from a major order for the Canadian Army, which comprises 1500 vehicles. At 25 tonnes, the 8x8 offers the largest payload of the high-terrain Zetros family, as well as the longest body frame. The axle configuration is available either in the classic version with two steering axles at the front or as a tridem with one steering axle at the front and one at the rear. This increases the flexibility of the superstructures. The drive source is still the OM460 in Euro V configuration, which has an engine output of 360 to 510 hp. (eu)

Volvo with hydrogen

Just like MAN, Volvo is also focussing on the hydrogen burner. Road tests with this technology are to begin in 2026. The market launch is planned for the end of the decade. Volvo believes there is great potential to supplement battery electric vehicles, as the charging infrastructure is not available everywhere. There are also axle configurations or special applications for which battery trucks are not suitable. Similar to the CNG models, Volvo‘s engines will apparently require diesel in the mould of HVO as an ignition fuel in addition to hydrogen. If green hydrogen and green HVO are used, the vehicle will be categorised as a zero-emission vehicle. The engines will use high-pressure direct injection HPDI. This enables auto-ignition by using a small amount of HVO under high pressure and then adding hydrogen. (eu)

Komatsu HD605-10 dump truck

Komatsu Europe presented the new HD605-10 rigid frame dump truck at Intermat 2024 in Paris. A Komatsu six-cylinder engine with a displacement of 23.15 litres and an engine output of 590 kW or 791 hp provides plenty of power. Two skips are available: the smaller and heavier quarry skip with a capacity of 40 m^3 and a payload of 61.4 tonnes or the larger and lighter earthmoving skip with 43 m^3 and 64.1 tonnes respectively. Suitable loaders are the WA600-8 wheel loader in the 50 tonne class or the PC950LC-11 hydraulic excavator with a bucket capacity of 6.5 m^3. (up)

Sennebogen 825 E

The smaller Sennebogen 825 E demolition excavator made its trade fair debut at IFAT 2024 in Munich. With an operating weight of 38 tonnes, the excavator reaches a working height of around 13 metres. The compact dimensions make the powerful new launch ideal for use on urban construction sites and in confined spaces. The telescopic wide-track undercarriage with an overall width of 4.2 m gives the 825 E unique stability. The 10 tonne counterweight can be lowered hydraulically. (up)