

# Laster & Bagger

Modelle von Lastwagen, Baumaschinen, ... en

Mit  
Messebericht

First Gear 1:50  
**Komatsu  
PC900LC-11**

Eigenbau 1:50

**Volvo N12**

**English text**



Tekno 1:50  
Schwedischer Silozug

Sammlerporträt  
Gertjan Veld

Sandvik 1:50  
Bergbaumaschinen



# Editorial

## After the trade fair is before the trade fair!



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

The organisers of the International Toy Fair continued to reorganise the hall for modelling, hobbies and collecting, and so the exhibitors in Nuremberg found themselves surrounded by new neighbours. The 'Open Day' for private visitors, which was held for the first time last year, was dropped again and thus remained a one-time event. It is an open question whether many would have come anyway, because the fair met with rather limited interest among collectors in general. It was hardly discussed in the relevant internet forums. We discuss and present all the news in the concentrated trade fair report in this issue.

This year, there was even a special model for the first time in a long while. It was distributed to guests at the 'trade fair party' by NZG and its colour scheme underlines the new brand identity of the Nuremberg Zinkdruckguss Manufaktur. In addition to the model, drinks were also served in specially printed cans, and writing materials, a notebook and a cleaning cloth for glasses were also provided. This guarantees a clear

view when looking at the models, making all the details visible. The new products were presented in magazine form for the first time, and of course the entire exhibition stand was also decked out in the bright colours of yellow and white.

After the fair, it was this time before the next one, and while these lines were being written, the 'Media Dialogue' was taking place in Munich: the two-day press event was used by around 140 construction machinery brands as a platform for advance information. There was also information about new models. Urs Peyer was our man on the ground, passing on what he had heard and seen practically in real time. His 'Bauma models in a nutshell' can be found on page 54, to whet your appetite for a visit to the trade fair in Munich.

Until then, I hope you find this new issue an interesting read.

*D. Wietlisbach*  
Daniel Wietlisbach

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## Gertjan Veld collects a stamp

# Hardcore cat collector

by Urs Peyer

Gertjan was born in the Netherlands in 1959 and lived in the city of Utrecht until 1965. Sixty years ago, his family moved to the Heerlen area, where his parents ran a restaurant. The city is located in the southeast of the province of Limburg, near the German border and the city of Aachen. Gertjan remained loyal to the area and still lives in the city today.

He gained his first construction site experience as a boy, even as a stroller-pushing infant. He was fascinated by the hustle and bustle at the construction site, his mother said. Later, when he was a kindergartener, she could have theoretically left her son at a construction site, run to do her shopping, and an hour later little Gertjan would still have been standing in the same place.

Gertjan spent most of his free time at a local agricultural contractor. Riding around on the tractors and other machines, for example the Fiat Allis 545 wheel loader, was more interesting than sitting in a classroom. He ended up dropping out of school and starting work for the agricultural contractor at the age of 17. At 18, he passed the truck driving test and by the time he turned 19, he had bought his first apartment. Until 1980, Gertjan used a DAF truck and trailer to transport vegetables for the agricultural contractor.

**For 50 years, Gertjan Veld has been collecting only models of Caterpillar machines – a fact that alone is probably unique. His passion is unbroken, and hardly an event in Europe is too far away ...**

### Young collector

He laid the foundation for his model collection in 1974, when he bought a Caterpillar 621 Scraper, a single-engine NZG scraper, for 22 guilders. A short time later, the Liebherr dealer gave him an R 991 large excavator from Gescha. The third model was another NZG, a Caterpillar 988A. After 18 months, the young collector specialised in 1:50 scale Caterpillar models, selling or swapping everything else.

At the age of 21, Gertjan switched from agriculture to road construction. Instead of vegetables, it was now excavation, gravel or surfacing and instead of the DAF, he was now on the road with a Terberg SF1350 6x6. However, it was not possible to do without agriculture altogether, as Gertjan also transported sugar beet with his three-axle, all-wheel-drive tipper from Terberg. To achieve more transport volume, Gertjan raised the tipper with attachable side panels up to above the cab.

Since 2003, Gertjan has been working for Zuid Nederlandse Buizen (ZNB) in Maastricht, in the very

south of the Netherlands. The 55 employees specialise in the delivery of components and the prefabrication of sprinkler systems. The warehouse contains 11,000 different items, including tubes and accessories, and covers 70,000 m<sup>2</sup>. With his Scania tractor unit and a two-axle curtainsider trailer, Gertjan delivers the prefabricated steel pipes and accessories to construction sites in the Netherlands, France, Belgium and Luxembourg. The Scania G 410 A4x2NA is also equipped with a Hiab crane.

Its working tool is the reason why a few Scania truck models can be found among all the Caterpillar construction machines. In addition, American construction site trucks, such as the Mack DM600 tipper, have also been added to the collection.

### How we met

It was clear that we met for the first time at the big Model Show Europe in Ochten, the Netherlands. The only question was: in which year? Gertjan found old photos that show it was in March 2001. At the time, I was exhibiting some of my model conver-



sions together with Ad Gevers and Thomas Wilk. Thomas Wilk's book *75 Years of Caterpillar* was also on the table. In the following years, we met again and again at the exhibition in Ochten, later in Bemmel and even later in Ede, and also exhibited model conversions together.

Since Gertjan is also interested in 1:1 construction machines and I, for lack of alternatives in Switzerland, made the pilgrimage to the scrap iron exhibitions in the Netherlands almost every year, this was another opportunity to meet. For example, the HIGRO events with old construction machines provided an opportunity to meet. HIGRO stands for Historisch Gronoverzet, which can be translated as 'historical earthmoving'. The last event took place on the stretched Ascension weekend of 2024 in a sand quarry in Beusichem. For me, it was an opportunity to take pictures of Hovers and American cable excavators, Weserhütte and Yumbo hydraulic excavators, Werklust wheel loaders and Ginaf and Terberg construction site vehicles. And of course, there were also numerous Caterpillar, O&K and Volvo construction machines to marvel at. The interest in historic construction machines was certainly also the reason why Gertjan and Jack visited the major event Weiach Historik in Switzerland in the summer of 2022.

With the opening of the Ebianum in 2015 and the first model exhibition two years later, the opportunity arose for colleagues from the Netherlands to come to Switzerland once a year. The date on the last Saturday in April is usually ideal for the Dutch, as 27 April is Koningsdag or Koninginnedag (King's and Queen's Day), the national holiday. So there is time on Friday for a tour of the construction

site to visit the large excavators from Eberhard.

Gertjan's table is unmistakable, because his 'Kofferdiorama' is always on display there. His diorama is built into an old suitcase and his latest acquisitions or conversions can be seen on it. In 2024, they were Caterpillar 219D LC, 231D LC and 235D. Next to it, for once, was a second suitcase that Gertjan had built for his collector friend Jack. Here, too, there are interesting small-series models: a Caterpillar DW10 with a low-loader loaded with a D7, and a 980A loading a Scania two-axle tipper.

### Conversion of models

At some point, Gertjan felt that the models that were available for purchase did not meet his expectations. In the mid-1980s, he built his first excavator bucket out of brass together with Roger van Nispen. From 1988, Gertjan, Roger and Jack used aluminium to build booms. This is how the 375L LRE Longreach excavator, the 5080 demolition excavator and the 5080MH material handling excavator were created based on the Joal Caterpillar 375. 5080 was the designation for the smallest Caterpillar backhoe. The upper and undercarriage of the 375 served as the basis. However, the boom mount of the 5080 was wider than that of the 375. That is why third-party manufacturers such as Verachterd in the Netherlands used the 5080 as the basis for their heavy-duty demolition and material handling booms. Around the turn of the millennium, Caterpillar then presented its own demolition excavator, the 375L UHD.

The first attachment parts and boom kits appeared in the 1990s. Jürgen Müller from CMM in Krefeld

offered various buckets with quick couplers made of cast brass. The well-known Dutch model manufacturer Zon (which unfortunately no longer exists) built a large LaBounty scrap shear, a heavy sorting grab, a demolition boom for the Caterpillar 375 from Joal, and a matching concrete crusher from Verachterd. Gertjan built these attachments on a self-made Caterpillar 350. These first attachments looked good for the time, but were much too heavy due to the white metal casting process.

Later, Nigel, a Scotsman, came up with a demolition boom made of resin to match the Conrad Liebherr R984. In 2015, Gaz Evans' attachments were shown for the first time at the Model Show Europe in Ede. He was, so to speak, the beginning of the ever-expanding market for attachments and special booms. With the advent of 3D printing technology, the range increased again many times over! Currently, this market has become almost unmanageable.

For model builders like Gertjan, it's of course wonderful when almost anything is available – and anything that's missing can be drawn and produced with a 3D printer. Gertjan works closely with Jason Nikl from Texas; his attachments and tyres for wheel and track loaders are even available in Europe (cvsmodeltrucks.nl). Paul Ogier from PO Miniaturbouw has already supplied Gertjan with numerous small parts such as running boards, fire extinguishers, a conversion kit for the Caterpillar D9G from Gescha or tyres for an oil-field truck. The latest items are four wide tyres as a replacement for the dual tyres on the articulated MTS 3630 Switchback tractor with scraper trailer.

To continue the tradition of large

excavator booms, Gertjan recently bought a 1:50 scale model of a long-reach boom from Frank Blokland for a Caterpillar 395 next generation from Grondverzetmodellen, which was 3D printed. Countless hours of work were required before the 395 LRE was finally in the display case.

Gertjan's model collection also shows that converting models is one of his great hobbies: around 70% of the models do not correspond to any standard and are therefore all the more interesting.

### Dream models

For several years, Gertjan, Thomas Wilk and other 'hardcore' Cat coll-

ectors have been meeting in Wouter Mol's 'MiniMoversClub'. Twice a year, they get together to exchange ideas, organise bulk orders or discuss model ideas. They are then produced using CypModels or FanKit. In recent years, this has led to the creation of small series models such as the 980A wheel loader, the 824C wheeled tractor, the 825C soil compactor and the 826C landfill compactor, as well as the D25, D35 and D350 articulated dump trucks from DJB in England. In addition to the Model Show Europe, the model exchange in Houten is also an important place to buy models, exchange ideas or find out about trends in 3D printing technology.

And then there is the model exhi-

bition at the construction machinery museum 'BouwmachinesvanToen' in Vinkel, Netherlands. Ad Gevers and his colleagues opened the museum about three years ago. Gertjan says: 'An idea that should definitely be supported'. Information about the events can be found on the museum's website, [bouwmachinesvantoen.nl](http://bouwmachinesvantoen.nl). If you would like to get in touch with Gertjan Veld, please send him an e-mail to [gertjanveld59@gmail.com](mailto:gertjanveld59@gmail.com).

# Heavy Swede made from a toy

## Volvo N1225

by Daniel Wietlisbach

The Volvo N12 is one of those vehicles that still makes the hearts of enthusiasts beat faster today. Since its market launch in 1973, the power pack with the distinctive long nose has secured a permanent place in the history of commercial vehicle construction. Its robust design represents an era in which trucks were an expression of the art of engineering and personality. The elongated snout with its clear lines and the striking radiator grille design is a symbol of power and reliability.

Under the long nose of the torpedo front truck was technology that

**The Volvo N12 is one of René Tanner's personal favourites, and he has always liked the vehicle with the long, torpedo front truck a little better than its Scania counterpart. He found the original image that inspired him on the internet, somewhere or other ...**

was ahead of its time. With powerful engines, especially the legendary TD120, a 12-litre inline six-cylinder, the N12 was able to deliver an impressive 330 hp to the road. In 1982, the engine output was increased to 385 hp, recognisable by the diagonal

bar on the grill; at the same time, the four round headlamps were replaced by two angular ones. The torque of up to 1,800 Nm made the N12 a titan of the road. The combination of a precisely tuned gear box and a resilient crawler frame, with either leaf

or air suspension, offered both reliability and comfort. Less comfortable, however, was the small cabin with limited space for the driver, which is why the vehicle was not popular with everyone.

Its maximum towing capacity of 56 tonnes made it an indefatigable workhorse. The successor, the NL12, was introduced in 1989 in Brazil, where it and the NL10 dominated the long-haul transport scene for many years, while in Europe the era of Volvo's torpedo front trucks was coming to an end.

Even today, the N12 still embodies reliability, power and durability. In forums, social networks and at events, memories are shared, stories are told and technical details are discussed in great detail. Here, technology brings people together and the Volvo N12 remains a symbol of an era when trucks were built with soul and long noses gave drivers a sense of security.

## Model making

Every model maker probably spends an impressive number of hours searching for interesting originals that are worth replicating. As a result, it is not uncommon to find very extensive image databases on home hard drives, which not only make it easier to find photos. René Tanner's digital archive is no different, but if a vehicle repeatedly catches his eye, he sometimes builds a model of it. The truck and trailer combination in the typical Swedish livery has a powerful look and a beautiful turquoise, grey and red colour scheme. The blade on the roof reads 'Grus & Macadam Produkter', which means gravel and macadam products, and thus indicates not so

much a company as the goods being transported. Further lettering is missing, and so it is very likely that the colourful truck and trailer were the vehicle of a self-driver.

The cabin was based on a toy car from the Spanish brand Guisval. This proved to be almost ideal for the conversion, as the mould was coherent and the scale was exactly right. Only the hood had to be adjusted, as it was a few millimetres too short at the bottom. However, the basic mould for the long nose – an essential element of the N12 – was correct, only the radiator had to be adjusted in height and width. Numerous details finally transformed the toy cab into an exact model. The indispensable roof rack was homemade, while the ladder came from the Tekno parts range. There were also rear-view mirrors, a sunvisor, a headboard, fanfare horns, windshield wipers and steering rods. New running boards and the headlight sockets were made from plastic profiles.

The chassis came from the well-known Conrad model, while the rims were purchased from PKC and the tyres from WSI. The mudguards were bent by hand over a metal cylinder and carefully adjusted. The diesel fuel tank, air tank and spare wheel holder were found in Tekno's parts programme, while the toolbox was created in the tried and tested way from a Lego brick, with glued-on plastic hinges and fittings.

The trailer chassis was almost completely self-made, using parts from Tekno. The wheelbase was adjusted and 'stretched' to achieve the characteristic Scandinavian look, which, together with the double-tired wheels, makes the trailers appear so heavy. The wheels are again from PKC, the tyres from WSI.

The superstructures were made entirely of plastic. However, the side shutters were reinforced with aluminium sheeting on the inside, while the floor is made of plastic. Plastic and metal parts were joined with superglue after the surfaces to be glued had been carefully sanded. It is no coincidence that the shutters appear so detailed; like the original, they are made up of countless individual parts. Each hinge was made separately, and all profiles were cut to size and glued.

René chose a RAL colour for the paintwork that came closest to the original in the photo. A special colour mixture was deliberately avoided to save costs, but this has no negative effect on the authenticity of the model. The lettering for the headboard was created using a Brother Label Printer and carefully applied – it doesn't always have to be decals.

The load consists of fine gravel (2.0 mm grain size) from the DIY store, originally intended for laying garden slabs. The loading bridges were fully loaded and soaked several times with diluted white glue to fix them in place, and left to dry, so the whole thing literally becomes rock hard.

With his 1:50 scale model, René has paid tribute to the art of engineering and the timeless character of the Volvo N12. Trucks like this one are visual highlights and demonstrate the passion that can be behind model making.

# Remo's Old Iron

by Remo Stoll

This powerful truck is probably the most northerly representative of its type. It is still in use near Tromsø, Norway. A V8 engine does its duty under the rather freshly painted long nose. The two 8-tonne axles with the round covers on the planetary gearboxes bear the main part of the load. A little tip: there are four of the same number in the type designation.

Have you recognised the truck? Please send us the exact designation by the closing date of 10 April

**Do you know this one?**

**Identify trucks and win a model ...**

2025 at the latest. If there are multiple correct entries, the winner will be drawn. Only participants with complete addresses can be considered.

This time, the prizes are the Cat D5 LGP Fire Dozer from DM, the Meilner rear tipper on Arocs from Conrad and the Vögele Super 2100-5i from NZG.

**Dissolution from  
Laster & Bagger 1-2025**

The snow-covered walking excavator was a Menzi Muck 5000T1. The winner was drawn from the correct answers: Wolfgang Werner won the Liebherr L300 from NZG, Markus Hänggi won the Cat 395 GP in 1:87 from DM and Markus Oberholzer won the Saurer D330B 8x4 'Elmer Citro' from PowerTrac.

Translation of pages 18 – 20

## Komatsu from First Gear in 1:50

# PC900LC-11

by Daniel Wietlisbach

In the USA and Asia, the 90-tonne excavator is known as the PC900-11 – only Komatsu could answer the question of why. The different names for two identical products regularly cause confusion. This also leads to irritation in the model range and sometimes even to duplicate developments. Whatever the case, the European version of the First Gear model will also be available at Bauma as the PC950-11.

**At the last Bauma, the brand-new PC950-11 impressed visitors – an impressive machine that is not often seen in everyday life. The matching model comes from First Gear ...**

The PC900 is the smaller brother of the PC1250 and has to compete with the Cat 395. It replaces the PC800-8 and is suitable for large earthworks projects as well as for quarries and the mining industry. With an opera-

ting weight of 89.2 to 92.7 tonnes, it is designed for buckets of 2.8 to 6.1 m<sup>3</sup>. Compared to its predecessor, the brochure promises an increase in productivity of up to 40%. The built-in Komatsu SAA6D140E-7 six-cy-

linder engine delivers 405 kW (543 hp) and meets the EU Stage V and Tier 4 Final emissions standards.

First Gear's model comes in a cardboard box with a viewing window and is secured between two transparent thermoformed trays. It can be easily removed and there are no wires to remove. The excavator feels heavy in the hand, which is appreciated by collectors, as this indicates a high metal content and quality. The model appears well-proportioned and has been built to scale.

What is noticeable when unpacking the model is that the track chains sag because the idler is not spring-actuated. This is uncomfortable for the excavator driver, but it does indicate that the crawler frame has been poorly maintained. At least the excavator is easy to drive on the tracks. The selected 900 mm track shoes look good on the model and emphasise the good stability. The track carriers are modelled exactly on the original, with the steps mounted separately. The nine bottom rollers with continuous roller guards are modelled as dummies, the three support rollers are functional, and the sprocket has particularly intricate engraving. The crawler frames are bolted to the X-frame, which also reveals numerous details from below, including lashing lugs.

The mighty upper structure is made up of several metal parts, which are precisely moulded and already show numerous details. The dark grey hood forms a single unit with the radiator grille and features fine engraving. Although the grilles are not perforated, they are very convincingly and deeply engraved. The engine bay remains closed on the model, but the open area in front of it offers plenty to discover, which will delight fans

of detailed models. The hydraulic oil filters and the distribution valve, for example, are correctly reproduced with numerous pipework. Non-slip surfaces, flaps, doors, hinges, screw heads, rear and side cameras are further refinements in addition to the exhaust tube and handrails. Fortunately, the safety railings are made of cast metal and are still relatively delicate. The counterweight is correctly moulded and even shows lift eyes, although it cannot be removed.

The cab seems small compared to the model as a whole, but it has been correctly and lovingly implemented. It consists of a single casting and has precisely inserted windows. The cab interior has been implemented in several colours and true to the original, with the logo on the seat back. There are no protective grilles, so the excavator is more likely to be used in heavy earthworks – the wide track chains also point in this direction. Work lights, all equipped with LEDs on the original, handrails, rear view mirrors, windschield wipers and an antenna complete the cab.

The model is equipped with an 8.4 m boom and a 3.7 m stick, making it a standard configuration. The attachments are modelled correctly and made of metal, and reach all maximum positions in a scale-appropriate manner, even the transport position. Boom and stick consist of two halves, with a seam in the middle, which is only noticeable when viewed from below. At the top, it is camouflaged by the excellent reproduction of the hydraulic lines and the two stick cylinders. The hydraulic hoses are fully modelled, with correct hydraulic hose connections, and modelled throughout from the distribution block to the cylinders. Between the boom and stick, a metal

jacket is even hinted at. The cylinders themselves impress with their correct dimensions, free-standing lines and the reproduction of bolt heads.

The bucket is a cast metal part and is accurately modelled. The cutting blade and reinforcing ribs are nicely engraved, but the five teeth could be a bit more finely reproduced – as a collector, I have been somewhat spoiled by the accessory manufacturers.

The paintwork is neatly applied, but unfortunately in two different yellows, which is incomprehensible, since the plastic parts have also been painted. This is not visible in the photos, but under certain lighting conditions, such as fluorescent light, the difference is disturbing. The lettering is flawless and opaque, and there are even warning stickers at the rear, which Komatsu generally does not reproduce.

The model leaves nothing to be desired – except perhaps a series with European lettering, and an LME version would certainly look great.



## Liebherr LH 22 M '100,000' from NZG in 1:50

# Double anniversary

by Daniel Wietlisbach

In the summer of 2024, Liebherr had two reasons to celebrate: the company celebrated its 75th anniversary and, at the same time, the 100,000th machine left the main plant in Kirchdorf an der Iller. The white LH 22 M Industry, with the distinctive number '100,000' written on it, was presented on 25 July 2024 and the employees left their signatures on the upper structure.

These are missing from the NZG model's upper structure, which is presented in the state it was in before

**In the anniversary year of 2024, the 100,000th machine also left the production halls – the matching model comes from NZG ...**

the employees went to work. However, this does not make it any less attractive, because the many signatures would hardly have been convincingly printable on the curves of the upper structure.

The detailed model from NZG was already presented at Bauma 2019 and is now available in this anni-

versary version in a limited edition of 500 pieces. It is characterised by fine detailing, a cab riser that is true to the original and a finely perforated sorting grab; a detailed discussion of this can be found in issue 4-2020.

The model is pleasing due to the clean and opaque paintwork and the flawless and elaborate printing.

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## International Toy Fair 2025

# New hall 7

by Daniel Wietlisbach

The areas of model making, RC, model railways and collector models have been reorganised and can now be found in one half of Hall 7. This was certainly a sensible change, because the topics of many manufacturers overlap and it is not uncommon for specialist retailers to cover all of these areas. For example, Märklin also had a collector's model, Tomyia combines model making and RC, and the figures from Noch

**'Was the fair a success?' I was asked. 'Yes, it was!' Although developments were only discussed in relation to trucks and we'll have to wait for the Bauma for construction machinery anyway ...**

are useful for diorama builders of all kinds. Noch in particular showed where things could go in the future, with a series of colourful car models in 1:220 (!) that were not painted but

came in colour directly from the 3D printer. And without any visible printing layers.

3D printing was also present elsewhere: at Cavallino, for example,

we were shown a storage box on the tractor unit for the new low loader, the origin of which no one would guess using this technology.

NZG, Diecast Masters and Cavallino had once again set up their stands, and Conrad invited visitors to its in-house exhibition. We would like to express our sincere thanks to all of them, as they keep Nuremberg alive as a meeting place for our industry. And so, the encounters and conversations were the centre of attention.

And the new releases? As expected, they were few and far between, because they have not been the main attraction for trade fair visitors for several years – especially not in a Bauma year. This was clear to us even before the halls opened their doors, as new releases have long since been announced and delivered throughout the year.

Our focus is on the new moulds. Colour variants can be found in the blue box on page 55.

Finally, we would not want to miss the opportunity to thank all the manufacturers for the friendly welcome, the good discussions and the helpful support when taking pictures.

### **Conrad 1:50 / 1:25**

The biggest new product last year was also the biggest new product in Kalchreuth this year, with the title going to Conrad unchallenged. The Scheuerle STB 320 side girder bridge was created entirely from new moulds and in collaboration with Scheuerle and Kübler. The set in the well-known green colour of the forwarding company includes, in addition to the axle modules and the STB 320, a MAN TGX XXL and TGX GX tractor unit, as well as a trans-former as cargo. On-site samples

convinced customers of the excellent functionality of the steering linkage. The model should be available for delivery before Bauma.

Conrad was also able to surprise us with the Mack MD, as it has been a few years since the last order from the American truck manufacturer found its way to Kalchreuth. The MD is not a long-haul vehicle, but is designed for distribution transport and is therefore equipped with a day-cab. The truck was created entirely from new moulds, with two different bodies and each in the three standard colours of white, red and black. The flatbed truck comes with plug-in side panels, which are typical for such trucks in the US.

The Liebherr R9800 is now being reissued with updated lettering. The otherwise unchanged Avant 650 Multiloader in 1:25 scale has also been redesigned.

Christine Conrad mentioned about 10 new moulds for Bauma and promised a site plan for the first day of the fair, where all stands with Conrad novelties will be marked – a very welcome service.

The managing director expects fewer new products overall for Bauma, but a broad portfolio instead, so that there will be something for everyone.

### **Diecast Masters 1:50 / 1:87 / 1:18 / 1:16 / 1:12**

This year, the models will also be focusing on ‘100 years of Caterpillar’. The ‘Twenty’ has been chosen as the anniversary model; the caterpillar tractor will be released in various scales and versions. First of all, in ‘our’ scale in the original grey version as a stationary model in a gift box and with a card showing the technical data.

Klaas de Vries, managing director of European importer Mahler and Partner, would like to present the four new wheel loaders at Bauma; they were loaded into the container before the fair and should arrive in time – provided that the transport goes according to plan. The models are the 930 in standard configuration, the 938 with agricultural tyres, the 906 Compact and the 906 Electric Compact, all in beautifully detailed design.

Also shown was the mighty 995, which was already announced last year and is now nearing completion. It was developed from the 994K and will get a new shovel, among other things. As a sample from the 3D printer, the 789 dump truck could be marvelled at, which in turn is to be implemented in very beautiful detail. The 352 hydraulic excavator was expected after the 352 demolition, but in the end required many more new parts than originally planned. Contrary to the picture in the new products brochure, it comes with a standard boom.

The two historic models 977D and No. 12 Grader will soon also be available to buy individually, complete with a metal plate for the wall in your hobby room, printed in the old style. An exciting version of the D5 was on display. It will be painted in the colours of the Dutch construction company MvO, which specialises in hydraulic engineering, and will have a folding blade.

Two Titan 85 service vehicles from American Cat dealers round off the 1:50 range. Built on a Kenworth T380 and Cat CT660 chassis respectively, the superstructures are identical. Equipped with a crane, they can be used, for example, to replace an engine on site.

The transport of a D11 can be simulated with one set. The low loader is pulled by a Kenworth T880 and the D11 is dismantled ready for transport in accordance with Australian regulations – the track carriers are not dismantled. Instead of the cab, there is a cover that is true to the original to protect the interior. All dismantled parts of the D11 are included and require a further transport.

Two tractors are coming with the US trucks, with the elaborate Caterpillar ‘mural’ printing. The semi trailers are pulled by a Peterbilt 579 and an International Lonestar, respectively.

On display was the almost finished 1:87 scale model of the 785 mining truck, which is likely to be very intricate. The metal tracks on the D11 and the 395 Next were also impressive. The manufacturer is taking this a step further in 1:87.

In the large scales, the anniversary model of the Caterpillar Twenty is next. This appears in 1:12 in solid sterling silver and gold with a certificate at a price of 10,000 euros. For those who are less wealthy, the model is available in 1:16 chrome-plated and gold-plated.

Last but not least, Diecast Masters is working on what will probably be the largest Dozer model of all time, the D11 in 1:18. This is to offer Cat-vertretern the opportunity to display the flagship in the foyer or meeting room of the company. It does not, therefore, mark the start of a new model series in 1:18.

### Tekno

Mike Lawson, always on the ball when it comes to truck models, presented the Scania 112H in the colours of Eberhard, which he promised a

year ago. The model of the three-axle tipper will soon be featured in Laster & Bagger. The three-axle Bros-huis low-loader with swan This low loader will also be released with the brand new Mack RW Superliner 6x4 in the colours of ‘Herik’. The Super Liner from 1977 is a completely new development. The Dutch company is also working on another historic truck; licence negotiations are currently underway, which is why no more can be revealed.

However, the completely new Volvo cabs of the Aero and the FH facelift, which are equipped with numerous authentic details, are already known. The Belgian company SL Logistics was the first to order a model of the Aero.

### NZG 1:50

The NZG stand was characterised by the company’s new, fresh look following its visual reorientation last autumn. Instead of black and red, the stand was presented in yellow and white, creating a light and refreshing effect. At the same time, a magazine was published to replace the catalogue, presenting the new products in editorial form. It also includes a competition and a recipe from the ‘NZG kitchen’. To emphasise the visual re-orientation, a model of the Liebherr R 936 IV in a very beautiful special paint scheme was presented at the trade fair party.

In addition to the Yanmar V8e compact loader, which was announced in the magazine and presented in the original, the diesel-powered V7 will also be released. Likewise, the Link-Belt AT-300 described in the magazine will be joined by a colleague in the mould of the HT-120. All four new products were delayed, which

is why they could not be shown, but they should be available in time for Bauma.

The Liebherr LH 22 M Industry is being released in a limited edition in white with black lettering as the ‘100,000th machine’; more on this can be found on page 21.

The model of the LB 45.1 large drilling rig, which accidentally appeared briefly in the Liebherr shop in 2022, was delayed several times due to product improvements. After a further update, it will finally be released together with the original.

A three-axle Meiller round tipper semi-trailer was shown in the large 1:18 scale. This was a sample from the 3D printer, which production manager Mario Vidackovic assembled and painted. Whether the tipper semi-trailer will be produced now depends on the reactions from collectors and industry.

Managing director Mark Ludwig revealed that, in addition to the innovations already mentioned, a further five or six new products can be expected at Bauma. In general, he noted that the demand for construction machinery models from industry is declining. The areas of commercial vehicles and cars are more stable.

### whisperings from the hall

We have summarised what we were able to find out in personal conversations as ‘whisperings from the hall’.

### Bymo 1:50

The project for the demolition excavator Hitachi KTEG KMC 400P-7 in collaboration with Refo-Tech is unfortunately currently on ice, although it is already at an advanced

stage. The problem is that licences are not yet available.

The models of O&K RH 200 and Bucyrus RH 340, which were announced a year ago, are expected to be available in May. Both excavators will be available in backhoe and face shovel versions, so that a total of four different models will be available. The models will not be entirely uncompromised, because the RH 200 in red was actually only available in the B series and would therefore require a higher counterweight. However, in about two years, an accurate Bucyrus RH 340B will be released – made from adapted Keim moulds combined with Bymo metal castings. This highly detailed model will cost about three times as much.

### **Drake Collectibles 1:50**

We met Bruce Hay, head of Drake Collectibles, at the NZG trade fair party. Two more models will be released this year in the current series of 16 tractor units, each dedicated to a personality and labelled accordingly. The vehicles all exist in real life and are in use all over Australia.

The sample of the upcoming semi-trailer combinations for livestock transport looked promising. As usual, the models are functional with movable intermediate floors and ramps; the high metal content results in a weight of one kilogram for the standard semi-trailer. A complete ‘Livestock’ road train will be an impressive model.

### **Eligor 1:50**

The well-known French model car maker showed two construction machines in 1:50 for the first time ever. These are the identically const-

ructed backhoe loaders Case 570 SV in orange and New Holland B80C in yellow. The models made a solid impression and will also soon be available in the manufacturers’ shops.

### **Fischertechnik**

After Lego and other construction brick brands, Fischertechnik also discovered construction machines. A Liebherr 938 with pneumatic control of the attachments was shown at the stand – instead of the hydraulic oil pump, there is an air pump that feeds the cylinders via hoses. The excavator is operated using small levers on the upper structure, but it can also be converted for remote control.

### **IMC 1:50 / various**

We didn’t meet any representatives, but we did receive several newsletters during the show. Of course, models in 1:50 were among them, with Develon’s DX380LC hydraulic excavator and the autonomous Concept-X2 dozer without a cab leading the way. Dressta will release the TD-16N bulldozer in 1:35.

New models from Hyundai have also been announced, unfortunately in some cases in rather adventurous scales, which, according to rumours, are based on the package sizes. At least the HX35Az mini excavator will be released in 1:50. The HX220 excavator and the HL960 wheel loader will be released in 1:35, an HW210A wheeled excavator in 1:60, a 250D forklift in 1:30 and finally a 30D-9V forklift in 1:20.

In addition, IMC announced that it will distribute LiuGong models in the future, which are available in 1:50 and 1:32.

### **Märklin 1:45**

For a few years now, the model railway manufacturer has been presenting replicas of its road vehicles that were offered until the 1970s. This year, the Krupp front steer truck is being reissued as a tarpaulin truck and trailer. The metal model has fabric tarpaulins and the scale is said to be ‘approx. 1:45’.

### **Siku 1:50 / 1:87 / Blister**

The Lüdenscheid-based company showed a three-axle tipper with a MAN cab shell in 1:50 scale in red, grey and white at our themed area.

Three sets are coming in 1:87 scale with a MAN, a semi-low loader with ramp and a roller train, a backhoe loader or a bulldozer as a load. The well-known US tractor is coming in red and with the inscription ‘Merry Christmas’.

Three new products are also available in blister packs: a three-axle truck-mounted tow tractor, a ‘municipal set’ with a sweeper and a refuse collection truck, and finally a ‘construction set’ with a truck mixer and a site-dump truck.

### **WSI**

A three-axle tipper trailer for light bulk materials with a large number of different-sized tipper bodies is announced as a new product.



## Sandvik mining equipment in 1:50 scale

# Toro LH518iB & TH663i

by Daniel Wietlisbach

The Toro LH518iB is a battery-powered underground wheel loader in the 18-tonne class, based on bucket capacity. This is because mining loaders also function as transport devices over longer distances. With an operating weight of 54.8 tonnes and an 8.6 m<sup>3</sup> standard bucket, it can reach a maximum total weight of 71.0 tonnes. The standard bucket holds 7.0 m<sup>3</sup>, the largest 9.1 m<sup>3</sup>; more than two-thirds of this is on the front axle, which is why the front wheels are noticeably larger. The loader delivers 540 kW of electric power with a total torque of 6000 Nm for improved acceleration, fast ramp speeds and efficient filling of the bucket.

The machine was designed to be electrically powered from the outset, with the 11.0-tonne lithium iron phosphate batteries located in the counterweight, which can be replaced within five minutes without the driver having to leave the cab. The loader can be operated either automatically, remotely from a control centre or autonomously, which is likely to be the future in underground mining because the strain on personnel is considerable.

With its impressive payload of 63 tonnes, the Toro TH663i dump truck outshines many an articulated-dump truck working above ground. With an empty weight of 48.44 tonnes, it can reach a total laden weight of 111.44 tonnes. At the same time, it

**In the last issue, we were able to present a mining team from Caterpillar. This time, the focus is on two machines from the Finnish manufacturer Sandvik. Mining equipment is a separate division there, alongside drilling and other special-purpose machines...**

is extremely compact, with a length of just 11.60 m and a profile of 3.50 x 3.50 m. Depending on the application, tipper bodies between 24 and 40 m<sup>3</sup> are available, with two versions offering a bulldozer ejection system. The colossus is powered by a Volvo TAD1643VE-B, which meets the Tier 2/Stage II exhaust emission standard. Alternatively, Sandvik offers a Stage V engine for use when ultra-low sulphur fuel is available. The six-cylinder engine output is 565 kW (760 hp).

### Models

While Sandvik models have traditionally come from Kalchreuth, you won't find the blue logo on the new ones. Neither of the two new mining machines is made by a well-known manufacturer, and there is no indication of the origin on the packaging. We can assume that it is China, and the quality of the models shows that it is not an inexperienced company. The wheel loader and site-dump are held securely between two polystyrene

shells and delivered in cardboard boxes. Care should be taken when removing the wheel loader, because the counterweight with battery pack can be removed true to the original, but it is only hooked in from above and can therefore come loose easily. The empty weight of the models indicates a high metal content, both were built to scale.

The safety railings are each supplied in plastic bags. They are very delicate, made of plastic, and at first glance look rather fragile. However, this is not the case; the parts are quite stable and can be precisely inserted in the right places; the unequal hole spacing prevents incorrect assembly. They cannot be folded down and so the machines can actually only be displayed in a service state, because when in use, the railings would be folded inwards.

Let's first take a look at the Toro LH518iB wheel loader, which is held together from below by eight Phillips screws and reveals part of the drive train. The running gear is rigidly mounted, the wheels are beautifully

engraved and the rubber tyres are suitably profiled. The rear wagon consists of a finely engraved metal casting and shows numerous details; even the steps are nicely integrated. The counterweight, which contains the battery in the original, can be easily dismantled, as already discussed. It is also precisely reproduced and finely detailed, with the two side cooling grilles made of the finest photo-etched metal sheets. The transparent red rear lights are attached separately, and the towing hook has not been forgotten either. The cab is a great success in the mould and certainly not a workplace for drivers with claustrophobia in the original. Incidentally, the machinist reaches his workplace through the front door; windschild whippers and work lights are correctly reproduced.

The articulated joint achieves the original steering angle and is implemented in detail. In addition to the steering cylinders, there are numerous hydraulic hoses to discover. A little courage is required for steering, as the cylinders are rather rigid.

The front frame has been successfully implemented and can be accessed via individually inserted steps. Fire extinguishers, wheel chocks and work lights are fully replicated. The pipework is shown on the three cylinders of the lifting frame and bu-

cket, which are crowded together in a very small space. Space was also calculated to be at a minimum for the lifting frame and the Z-kinematics – which is excellently reproduced on the model. All components have been implemented true to the original and the bucket reaches all maximum positions; there are no disturbing pins at any of the pivot points. The bucket consists of a cast metal part; the 7.0 m<sup>3</sup> standard version was chosen.

The model of the Toro TH663i site-dump truck is also extremely stable and of high quality. The wheels are excellent, with rubber tyres that are true to the original. Viewed from below, the drive train and axle beams, both with precise engraving, are easy to see. The front frame consists of a solid metal casting block, which, thanks to the precise and fine engraving, shows numerous details. Anti-skid surfaces, hinged flaps, ribs, corners and edges – everything is accurately represented. The fire extinguisher, headlamps, steps and two radiator grilles on the right and at the front are attached separately. Both are very delicately and intricately represented, with the radiators clearly visible behind them. The cab suggests a little more comfort than in the wheel loader and to make this clear, the door can be opened. The interior is reproduced in detail and in multip-

le colours, the windows are precisely fitted and individually inserted and also show the rubber seals; the protective grille on the rear window is also shown in perforated form.

The articulated joint is open and the drive shaft can be seen, but no hydraulic hoses. The site-dump truck also has a realistic steering angle, and the steering cylinders are lighter here than on the wheel loader.

The low-lying frame of the rear wagon is modelled openly. When the tipper body is tipped, the drive train is visible. Two hydraulic supports in front of the rear wheels would enable a quick tyre change; they can be replaced by the enclosed grey plastic parts for operation. The tipping cylinders are modelled in a true-to-the-original, massive way and the tipper body easily reaches the prototypical tipping angle. The 36 m<sup>3</sup> standard tipper body has been reproduced, and it consists of a cast metal part that accurately reproduces the mould of the original. At the rear, it is complemented by a beam with rear, stop and reversing lights.

The colouring of both models is very clean and opaque, and the lettering and the yellow-black warning stripes also leave nothing to be desired. Both models can be described as a complete success and should find their fans among collectors.

## Swedish silo truck from Tekno, 1:50 scale

# Scania 143M 'Forsgårds'

by Daniel Wietlisbach

Like other well-known Scandinavian transport companies, the website of AB Bengt Forsgårds Akeri is rather spartan in design; you learn very little. The last update was in 2008, and it is probably mainly about being visible at all. The family business was founded in 1965 in Habo, in the south of Sweden, north of Jönköping, between Gothenburg and Sockholm, and specialises in the transport of bulk materials. In addition to the office and garage, the company premises also include a workshop with a washing system for the silo containers. Fifteen trucks are currently available for transport orders, all with silo bodies.

Although dry bulk vehicles are not new to Tekno's range, the manufacturer has fortunately taken on the complete redesign based on originals from Interconsult. While the truck body fits on three-axle Volvo and Scania vehicles thanks to an auxiliary chassis, a new trailer design was required. The silo bodies fit both classic and modern trucks. The trailer chassis and silo bodies can be customised to meet the needs of as many customers in the freight industry as possible. The trailer can also be delivered in a five-axle version and with both supersingle and double tyres, and of course the matching narrow or wide mudguards are then available. The hose holders are available in

**The mention of the words 'Swedish combi' is enough to make the eyes of many a commercial vehicle fan light up. Tekno is now adding new matching silo bodies from Interconsult ...**

different lengths and can be mounted on either side as required.

But let's take a closer look at the model in Forsgårds' attractive colours: the cab and chassis of the Scania 143H are familiar, but the rims are new. As presented in the last issue (page 54), they are very finely engraved and will enhance new releases from Scania and Volvo with immediate effect.

The model is an exact replica of the 500 hp original with the license plate 'HMR 103' in many details. The sub-frame and diesel fuel tank are made of die-cast zinc, the four-part tilting cylinder is chrome-plated and only slightly oversized; it allows for a realistic tipping angle and keeps the 27 m<sup>3</sup> silo stable. The catwalk with checker plate engraving can be reached via the filigree ladder behind the cab. The safety railings are shown folded up and thus understandably show the driving position; the precisely implemented lids are mounted separately. The rear of the diesel fuel tank is particularly well designed, with realistic tubes, valves and hoses that complete the model. The cylinder for closing and opening the flap has even been

mounted in a free-standing position. It is a shame, however, that the compressor behind the cabin is not replicated, as it is a central assembly for emptying the containers in the case of silo vehicles.

As discussed, most of the parts on the trailer are new; the chassis and tank supports form a single unit, while the pipe brackets and pipework are mounted separately. The two rear axle rods are mounted so that they can swing, so that they always remain on the ground even on uneven model roads; the new rims were used here too.

The tipping cylinder is the same as on the truck, but because the 45 m<sup>3</sup> diesel fuel tank is a lot longer, the maximum tipping height is not reached. However, the detailing of the diesel fuel tank is as beautiful as on the towing vehicle, with five lids at the top and a bar with eight tail lights at the rear. As on the entire vehicle, they are made of transparent red plastic, which looks very realistic.

The colour scheme in a bright metallic blue is just as convincing as the flawless printing.

# Tom's driving log

by Tom Blase

## Parking offender or 'I'll catch an architect'

While back, the SWR reported on its programme that you can now report parking offenders online. Thirty years ago, we didn't have the internet and, to be honest, my self-help was much more fun and beneficial. In the early 90s, my customer ran a field warehouse in the neighbouring town, around which a new development area was emerging.

A bad habit caught on during this time – estate agents, architects and 'house builders' parked their cars around our loading ramp because the rest of the development area was still unpaved. One of the architects was particularly brazen – he always parked in front of (!) the ramp because it was the shortest way for him to get to his properties. Then someone from our team had to go to the construction sites to find the parking offender. 'I'll be right there' – "I can't right now" – "How can you be so difficult" were his favourite responses.

But one day, my moment came. It was raining, so he parked under the canopy, right next to my ramp. I had to unload and also pick up a return load immediately. There were only a few centimetres between my truck and his luxury car. As I watched this, a 'nice' idea occurred to me.

I drove up again and tilted the tractor by 45° when docking again. Geometrically trapped, so to speak, the architect's cab now stood between the hall wall, the trailer side and my tractor. I was pleased with myself and my work and went to the back to unload.

Torsten, my loader, laughed out loud as he looked outside. 'Tommy, sometimes you can be a real little ass!' After half an hour, the owner of the car arrived. 'What's this? I have to leave quickly. I have appointments.'

Torsten didn't let himself be ruffled and said very calmly, 'where we come from, you first say a proper good morning and then you say what you want.' But his counterpart shouted, 'the driver has to leave quickly, I'm in a hurry. Otherwise I'll call the police.'

A feast for Torsten, who replied, 'first of all, you're standing here on private property, and if I let the driver go first, it'll take him another hour to dock.'

The man in the suit raged and beat against my side panels.

Now the shipper had had enough: 'I'm going to make breakfast – you can't stand the noise in your head' and left the baffled architect behind.

If only he had been a little more understanding – I would have let him out before breakfast.

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## Imprint



# Liebherr 370 EC-B 12 Fibre from Conrad

## New directions

by Carsten Bengs

The enclosed detailed description contains information about the prototype and the model. It also encourages readers to post photos of the model on social media. Of course, the simple assembly is also well explained.

The model stands stably on the undercarriage, which corresponds approximately to the 21 HC 290 variant and has a cross-section of 7 x 7 cm. Small metal foundation blocks provide additional stability. A total of six ballast blocks are used to ballast the undercarriage; the four main blocks bear the Liebherr logo integrated in the casting.

The tower consists of a total of four segments, each of which in turn consists of three tower pieces. The model thus comes to a tower height of 62 cm or 54 m. For tower assembly, the segments are inserted laterally as usual, thus providing a stable joint.

All segments have ladders with fall protection and rest platforms inside. The LiUp tower lift, which Liebherr presented at Intermat 2015, has also been very well implemented. The small lift car is located in the lowest tower segment; in the prototype it is approved for two people and 200 kg. The small rails run all the way to the top – but due to the small scale, the lift car is not movable.

Two small rotary motors on the turntable would ensure gentle swivelling movements. The counterjib

### Conrad's model of the Flat Top 370 EC-B 12 Fibre crane came out a while ago, but it is definitely worth a detailed review ...

houses the hoist winch, which has sufficient non-twisting rope; a small hoist motor is hinted at.

The white rope, which symbolises the plastic fibre rope, should also be emphasised here. This rope was developed by Liebherr together with the Austrian rope manufacturer Teufelberger. Due to the significantly lower weight, up to 20% more load capacity was achieved.

The counterjib is fully equipped with handrails. All are made of metal and radiate quality through the colour contrast. The Liebherr lettering can be found at the bottom of the counterjib.

The counterweight is designed as a complete block and rests securely in the counterjib. The individual plates are indicated and even the small steel bolts are clearly visible. In the real crane, these would hook into the serrated ballast receiver, thus enabling a firm ballast. This serration can also be seen on the model.

The side-mounted cab impresses with its chic design and detailed interior with seat and levers. Even the bottom window is well implemented. The control panel is also clearly visible. The railings and catwalks on the cab are all made of metal.

Conrad has also successfully implemented the 86 cm (75 m) long boom on the model. It consists of five segments and can also be mounted shortened. Again, assembly is very easy because the segments only have to be inserted from above and then they are securely seated.

The trolley can be easily moved along the entire boom. Characteristic here are the four typical feet, which are also helpful when assembling on the ground. Both of the trolley's metal rollers run smoothly.

The realistically modelled hook also has a metal roller and lowers easily under its own empty weight. Conrad also includes a small flag with Liebherr lettering as a weight. When operated in two lines, the model can lift a maximum of 12 t at an outreach of 21 m and at maximum boom length.

# Giant excavator from Dortmund

## O&K RH 25

by Ulf Böge

The 210 hp 'Hydro excavator and loader' RH 25 from Dortmund-Dorstfeld was definitely more successful than its big brother. No fewer than 384 units were delivered by 1978. The RH 60 only reached a total of 23 in the three years of its production run.

The RH 25 was developed from the RH 20, which in turn had emerged from the family tree of its predecessors, the RH 15 and RH 10. Little by little, the O&K excavator programme grew, which, as is well known, began in 1962 with the first fully hydraulic excavator, the RH 5. The subsequent models were then developed at a rapid pace, becoming ever larger and more powerful, until finally the magic limit of 1 m<sup>3</sup> bucket capacity was to become standard by the end of the 1960s. O&K was always at the forefront of global manufacturers and was always considered a highly regarded trendsetter for what was feasible in excavator construction.

### Large construction sites and more

In 1969, the RH 25 was introduced as a large hydraulic excavator by the standards of the time. It combined the experience gained from all previously developed models and had features that would make it ideal for both civil engineering and mining. Despite its

**It was only for a short time that it was the largest hydraulic excavator from O&K. The RH 60, with its gigantic dimensions, was introduced just a few months later and inevitably stole the show from the RH 25, which weighed around 42 tonnes ...**

size, it was attractive to construction companies and excellently suited for larger earthworks contracts. The folding shovel, which had been developed by O&K, also contributed to this, allowing the RH 25 to work even faster when using a high-lift shovel. This could either be attached to the 'normal' lower part of the boom or mounted on a 'special' base boom. The latter version represented the design of the high-lift excavator boom that is still in use today and was also groundbreaking. The RH 25 moved between 2.0 and 2.5 m<sup>3</sup> of material quickly and confidently. Its ease of use and, above all, the adjustable cutting angle made possible by the kinematics did the rest to finally displace the last cable excavators used in this segment.

Whether on large earthworks sites, in quarries or loading slag in blast furnace plants – the RH 25 was the right size for many tasks and the backhoe version was also a popular machine in demolition or hydraulic engineering. The RH 25 was continuously improved until its production was

discontinued as the 'C series'. It was available with different crawler frames and, of course, the O&K 'miniphon' rating, which certified its sound-dampening properties. All these features combined made this excavator one of the most popular machines produced by the Dortmund plant. A distribution agreement with P&H Harnischfeger in North America also contributed to this success. Between 1970 and 1973, a number of RH 25s in a yellow and black colour scheme were shipped across the Atlantic and sold. Later, the licences were used in the USA for further P&H crawler excavators. It was only when the RH 30 and the RH 18 were launched in 1977 that production of the RH 25 was slowly reduced and finally discontinued.

### Comeback after 20 years

The RH 25 was to make a comeback in 1989. However, this excavator had little in common with its 1970s predecessor other than its designation. Nevertheless, this type

of the new generation remained in various versions, finally as RH 25.5, in the offer until the final end of the O&K era.

When in 2004 the last O&K hydraulic excavator finally left the factory in Germany, not only did a tradition of mechanical engineering lasting over a hundred years come to an end, but the great forgetting also began. Who of the new owners of the formerly legendary construction machine brand – be it Terex or CNH – could have had a serious interest in the history behind all the machines developed and often produced with great effort? All the more gratifying is the fact that O&K, in particular, as a former company and major employer for many decades, still enjoys great popularity today. Surely this is because thousands and thousands of people were able to develop an emotional connection to O&K at some

point in their lives. Sometimes as former employees or family members, sometimes as users of the machines or as neighbours of one of the then still so impressive factories in so many cities. At least the historical view remains somewhat sharpened. Let's hope that this will remain so for some time to come.

### Original and model

The model of the O&K RH 25 came onto the market almost at the same time as its big role model. It was manufactured by RW / Ziss-Modell, a group of companies with Wittek and Zissmann from Lintorf near Düsseldorf, known above all for its model cars of Opel cars.

In addition to the RH 25, which was also available in a P&H version, the manufacturer also produced models of the O&K MH 6 and RH 6

hydro excavators, the latter of which was also available in P&H colours. Unfortunately, the companies ceased production in 1978.

While all of the previously released O&K hydraulic excavator models were not exactly in 1:50 scale, the RH 25, which was available with different types of bottom rollers over time, was the first to correspond exactly to this model size. Characteristic were the black hydraulic hoses that ran from the control block of the upper structure to the base boom. A detail that was later also used on O&K models from NZG or Conrad. It is also interesting to note that the direct linkage of the bucket cylinder was already implemented in this early model. The original initially had a bell crank and only received this design in later versions.

## 3D-printed model kit in 1:50

# Trojan 404

by Ad Gevers

Ruud Sempel, one of my best friends, is a man who only collects information about wheel loaders and matching models. His favourite brand is Yale-Trojan, which is why I recreated the Yale 6000 from DT-Modell for him in the past. It is the only model issued by that company.

We tried several times to interest well-known small-series manufacturers in a model of a Trojan wheel loader with rear-axle steering, but no

**3D printing is revolutionising the world of modelling. When even dyed-in-the-wool metal model makers like Ad Gevers go into raptures about resin parts, it means something ...**

one was interested. Then 3D printing came along, opening up new possibilities for us. And finally, we found Andrea Nonnis, who had already made a name for himself with excellent conversion kits and individual parts made of resin 3D printing. The

Brazilian was willing to take on the challenge and, of course, we chose the largest Trojan wheel loader, the mighty 404. Another decisive factor was that the Dutch cable excavator manufacturer Hovers imported a Trojan 404 in the 1950s and equip-

ped it with a specially manufactured rock bucket.

The parts and instruction books from Ruud's collection were searched for as much information as possible, and all the photos of the 404 were scanned. We were then amazed at how quickly we were able to view a screenshot of Andreas' drawing and the first test prints of the parts – they looked promising.

A few months later, the kit arrived from Brazil. To avoid damage during shipping, all parts were still connected to the 'supports' (support structure) typical for 3D printing. The details of the prints were exceptionally accurate, as shown by the name and type designation on the counterweight. But the logos on the wheel hubs were also sharply contoured (pictures 1 and 2). The rubber tyres, which were also 3D printed and even bear the Goodyear logo, were something completely new for us – unique! In a first step, all parts had to be carefully freed from the supports and cleaned. Every model maker has their own perspective and so I quickly realised what I wanted

to change and improve. For example, the radiator was missing behind the grill, which I absolutely wanted to recreate so that you don't look into the void when looking through the grill. It was made from a piece of brass checker plate that was glued to a plastic plate (pictures 3 and 4).

The upper part of the hood consists of three segments that have to be glued. To achieve sufficient stability, I glued a continuous plate on the inside for reinforcement (picture 5). I carefully fixed the parts of the lifting arms in a vice during gluing to ensure exact alignment (picture 6).

The supplied hydraulic hoses were to scale, but I found them a bit too thin. I replaced them with 0.75 mm hoses, which I use on all my models. It doesn't always look right when all the individual parts are scaled down, so sometimes you should allow yourself the modelling freedom to make adjustments. To fit my own hoses, I had to replace each hydraulic hose connection with pieces of 0.7 mm brass wire (pictures 7 and 8).

The boom of the kit is even equipped with a functioning parallel blade

guide. Because I usually build my models out of brass, I was afraid that the smallest parts of the kit might break at some point. So I made them out of brass (photo 9). The ends of the piston rods were also slightly modified (picture 10).

An engine was not included in the kit, but I found a suitable one in the scrap box that I was able to modify and paint in the correct Detroit Diesel colour (picture 11).

To determine the original colour, which we found on a Trojan nameplate, we used a spectrophotometer and then had the colour mixed correctly. To complete the project, headlamps were ordered from Roos Miniatures ([www.deroosautominiaturen.com](http://www.deroosautominiaturen.com)), and Charles from CVS Modeltrucks supplied the additional Hovers decals ([cvsmodeltrucks.nl](http://cvsmodeltrucks.nl)).

The kit was transformed into a unique model; if you also want to build it, you can order the Trojan 404 kit from Andrea Nonnis' Facebook page ([www.facebook.com/andrea.nonnis](http://www.facebook.com/andrea.nonnis)).



# The possibilities of 3D printing, part II

## Examples with cabins

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by Hans Witte

In making our selection, we were guided primarily by which cab shells were most prevalent in the Netherlands in the 1950s and 1960s. We also made a best guess as to which cabs would be most interesting for modellers. This is how the choice fell on ‘Paul’, ‘Paul en Van Weelde’ and ‘Kees Mulder’. The latter is also available without mouldings, so that modellers can apply their own, as was the case with Volvo torpedo front trucks, for example. The Paul cab comes with a sunvisor. This also fits a Paul and Van Weelde cab and is therefore available separately. All cab shells are available as day and half sleeper cabs. The Nyström cabs fit the Volvo Titan and N88 from Tekno and also come with a sunvisor.

When we first presented the NAMAC model, someone asked why we don’t make cab shells from Hondebrink, Van Eck, Bulthuis, De Graaff (...). The answer is above. However, other brands can also be adapted from the HaWaS cabs with a few modifications. For example, a Paul can be made into a De Graaff or Van Trig cab.

Paul and Van Weelde worked together from 1946, but parted ways a few years later. However, the name Paul en Van Weelde was retained. So there were different cabs from both manufacturers. If you look closely at photos of the real Wagenbauer cabs, you often see similarities in certain

**Following on from the previous article about development and printing using 3D techniques, Hans Witte now shows how printed resin cab shells can be mounted on various Torpedo chassis ...**

panels and frequently the same windcreens. These windcreens are said to have come from the Mercedes-Benz L5000 torpedo-front trucks. So, while studying the cab shells, I came across many questions and differences, but also similarities.

I had already installed the first Wagenbauer cab shell on my model of the Scania-Vabis LS55 beet truck from Rien Bakker in 2017. That was still a test cab in the PKC era. After that, the cab was improved and other cab shells were developed as 3D print models. Some of them include printed add-on parts such as the front cab inner wall; in the case of the DAF, also with a dashboard. For the Mack B61 from Corgi, Arjan drew a heavy front bumper with headlight surrounds and an air filter housing. With these parts and a Kees Mulders cab, for example, you can transform the original American Mack into a heavy Dutch truck.

In the first year after the introduction of the DAF Torpedo in 1957, no factory cab was available. This initially created an interesting market for the bodybuilder, but even after a factory cab was available, many

transport companies continued to order their DAF with only a hood, on which they had a cab shell of their choice built.

In the meantime, I have built quite a few trucks with HaWaS cabs and additional parts. Especially to be able to show several models with different cabs. Our first customer was Peter van Dijk, who built a beautiful Volvo 495 tractor unit with a Paul cab shell. The low-loader combination is in the colours of Henk Brouwer Transport from Vreeswijk. He built the trailer with the load completely by himself, with all the wheels coming from the HaWaS range.

What we hadn’t reckoned with, but other enthusiasts had, was that Reo’s (from US Army stocks) would often get wagon-maker cabs later on. Here Leen Leijdens shows an expertly converted Reo from Solido with a homemade Netam tipper and a cab from Paul en Van Weelde.

As mentioned earlier, the printed cabs are intended for experienced model builders. This is reflected in the work that needs to be done to the DAF torpedo before the cab shell can be attached. The work photo gives an

impression of removing the DAF cab, attaching and finishing the shim behind the hood, and then placing the front cab inner wall. After the complete nose has been provisionally placed on the chassis, the self-made floor is placed on the chassis before the cab shell can be fitted. If everything fits correctly, the floor can be glued to the chassis. After painting, the long nose and cab shell are permanently reassembled. All of this is also described in the assembly instructions, which also include a template for the floor.

My Lion Toys DAF Torpedo has undergone a major transformation, including new wheels and tyres and a new front and rear axle. In the process, I discovered that the diesel fuel tank was mounted on the left side of the real DAF Torpedo tractor, but on the right side of the normal truck. Lion Toys has them mounted the other way around... I found a wonderful old photo of a heavily loaded tractor as an example. I will come

back to the model once the semi trailer is finished.

With Arjan's help, I got my hands on several Mack trucks, which I converted into three 4x2 and three 6x4 tractor units at the same time; two of each series have found new owners. At the moment I am building the corresponding semi-trailers and an open gooseneck trailer is being built for the Weijs tractor. Behind the Mack from Hendriks, a two-axle floor trailer with a Hulo crane will be attached.

For the Volvo N88, I was inspired by a photo of a tanker from Schenk. I didn't rebuild it exactly, but with the improved Conrad semi-trailer, the model looks something like this. So it could have been 'driven' like this.

After the cab shells, Arjan and I developed several other projects in 3D moulds. These are parts for classic trucks that are not offered by diecast manufacturers, but are in high demand among model builders – and that we would also like

to have ourselves. We do this as a hobby and out of an interest in the subject matter, with the intention of being able to help other model builders. This is how we came up with the idea of developing a range of rear bumpers for semi trailers and trailers, and we have created a wide range of classic wheels. These wheels still have the wide rim and the so-called snap ring, as they were used until the mid-1970s. After that, the more modern rims with a narrow rim flange for tubeless radial tyres came along. For the time being, the models will only be sold to pre-orders via us at the Namac trade fair in Houten. We deliberately want to stay 'small' so that we can advise as many model-making colleagues as possible in person. We can also send the parts by post to addresses outside the Netherlands if requested. Readers of Laster & Bagger can contact me directly by email: [hans.witte@texel.com](mailto:hans.witte@texel.com).

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# Our partner page

### 10 years of EBIANUM Excavator Museum & Events

On 7 July 2014, exactly 60 years after the founding of Gebrüder Eberhard Bagger- und Traxunternehmen, the groundbreaking ceremony for the EBIANUM Excavator Museum & Events took place in Fisibach. Less than a year later, on 4 May 2015, the construction machinery museum was

officially opened. Thanks to its versatility, the EBIANUM has become a real crowd-puller over the years. In the first five years, around 112,000 people visited the museum. The number of visitors grew continuously and last year the EBIANUM recorded a promising 63,000 admissions!

On Saturday, 10 May 2025, we will celebrate the 10th anniversary. Celebrate with us! All information about the event:

[www.ebianum.ch](http://www.ebianum.ch)

Ebi.Young is also celebrating its 5th anniversary with exciting attractions and fun for young and old.

# German crane manufacturers – Part III

## Reconstruction

by Wilfried Schreiber

**F**riedrich Schwing founded his factory in Wanne-Eickel in 1934 to manufacture construction hoists and winches, and from 1945 road construction machinery, mixers and construction cranes.

In 1950, the company was producing the SBK 6, 9 and 16 series of bottom-slewing luffing jib cranes with open-type roller slewing ring and kingpin connection between the lower and upper structures; this SBK series was later taken over by EWK (Eisenwerke Kaiserslautern). From 1952/53, Travers relied on the new T series luffing jib with a ball slewing ring. With this crane, the tower and boom could be swung down to the side when stationary for assembly and disassembly, thus saving assembly space and significantly reducing the transport length. The first top-slewing cranes with trolley jib and full-envelope climbing mechanism, type-designated KTK, were built as early as 1953. These were followed in the early 1960s by the KTKH series, which was available with both a horizontal trolley jib and an adjustable luffing jib.

However, as the focus of Travers had always been on the production of concrete pumps, crane production was discontinued in the mid-1970s.

### Sonthofen

Another construction crane manufacturer in the German crane industry

**In this third and final episode about the disappearance of German construction crane manufacturers, we move on to Travers, in alphabetical order ...**

was Sonthofen, founded in 1563 as the Bavarian Ironworks Sonthofen / Allgäu. As early as 1933, it presented its first construction crane with a bending beam with a 20 m radius and a maximum load capacity of 1500 kg. At the beginning of the 1950s, a fast-erecting crane with a radius of 15 m and a maximum load capacity of 1500 kg was developed. A first for crane construction that is still in use today, Sonthofen designed the first construction crane with what is known as back bracing. In the mid-1950s, Sonthofen offered cranes with either a trolley jib (TKL 40) or a luffing jib (TKV 40), with or without a gantry. The TK 13.5 to TK 17.5 were lightweight crane models. Crane production was discontinued in the 1960s. However, Sonthofen still exists today and currently manufactures mixing and crushing plants.

### Wetzel

In 1954, Hans Wetzel GmbH, founded in Mannheim in 1931, presented a new development in the form of the BK series of construction cranes. Like almost all crane manufacturers at the time, the angular construction towers were not telescopic, but they could be

stretched by inserting and bolting on intermediate tower sections. Another special feature of these underslewing luffing jib cranes was the movable A-frames instead of a rigid tower head. Folding the A-frames when lowering the boom greatly reduced the transport length of the crane when towed.

A milestone in the development of construction cranes was reached in the early 1970s with the introduction of the K series of bottom-slewing, quick-assembly cranes, which were a pioneering development for the entire quick-assembly crane sector in Germany. Some of these already had the so-called single-rope technology, optionally with gravel or concrete ballast. In 1974, the new SMK series with interchangeable axles followed. In 1976, Wetzel sold to Peiner, which further developed the SMK series. As top-slewing cranes, Wetzel sold French Weitz-Richier cranes under the name Richier-Wetzel GT series.

The pictures show models of the originals described above, all of which were painstakingly handcrafted from plastic profiles by Lothar Unfried: a Weitz X 1220, a Travers T 16, a Sonthofen TK 12 and a Wetzel 16 850. The diorama was built by the author.

## New on the market

### Cavallino 1:50

The manufacturer of the ‘under-100-euro models’ was able to deliver the first version of the finished Faymonville MAX 100/110 semi-trailer. The original can be configured with 3, 4, 5 or 6 axle rods, among other things. The Cavallino model will be available in three and four-axle versions, with or without run-up ramps. The first version went exclusively to Mammoet, a three-axle model with lattice boom loading and a Volvo FH5 6x2 tractor unit. We will take a closer look at the new model in a colour version that will be released at a later date. During our visit to the toy fair, the manufacturer revealed that the trailer programme is being further expanded. A model with a sliding floor is already finished, and work is being done on a high-volume tipper for scrap metal or light materials. Further projects are in the planning stage.

### Bauma ‘Media Dialogue’ with models

In mid-February, a press event was held in Munich to announce the upcoming Bauma. Urs Peyer was

there to get first-hand information about upcoming models, and more than a few manufacturers were surprisingly open about new models or announced them. Not everywhere it was announced who would manufacture the models, so there is still a bit of excitement. Unless otherwise mentioned, all models will of course be produced in 1:50.

**Bomag** is producing a model of the large milling machine BM 2000/65, but it is uncertain when it will be delivered to Bauma.

**Dynapac** will be able to offer the model of the SD2580C paver at Bauma.

**Hitachi** showed the ZW310-7 wheel loader in the usual fine finish, as well as the precisely detailed ZX95US-7 short-tail compact excavator.

**Kobelco** is coming with an SK39SR-7 mini excavator and the SK270SR-7 short-tail swing excavator. The SK500LC-10 is being released in a limited edition in the Bavarian colours of blue and white, with a printed skyline of Munich.

**Komatsu** will offer the SK820-8 compact loader on track chains with shovel and fork in 1:25 from Uni-

versal Hobbies, in addition to the PC950LC-11.

**Kramer** announces two historical models for its 100th anniversary: the 312 wheel loader in 1:50 and the K18 tractor in the agricultural scale of 1:32.

**Sany** showed the blue-black electric excavator 215E in 1:35 as a finished model.

**Sennebogen** promises an update of the 683E telescopic crawler crane and the 5500E lattice boom crane. The 728E wheeled excavator comes with a logging set consisting of a telescopic handle and a harvester. The 850G material handling excavator comes in a standard version on a mobile undercarriage and for port operations with a mobile pylon undercarriage and banana-shaped boom. Finally, the world’s largest machine for material handling, with an operating weight of 420 tonnes, has been announced by the manufacturer: the 895E Hybrid.

**Volvo** will not be operating a shop at Bauma.

## News in brief

### Mega Windmill XXL

Nooteboom recently presented the new Mega Windmill trailer in the XXL version. The success story of the MWT began in 2003 and is now already experiencing its second enlargement. Thanks to its enormous adjustability, the trailer is suitable for transporting even larger tower segments. It is backwards compatible, so it can also be used for smaller dimensions. This means that tower inner diameters from 2850 mm to 6100 mm are possible without any adjustments to the mounting frame. The enormous range is achieved by means of a double, height-adjustable A-frame. The load is secured using the unique three-point pick-up, which means that the Nooteboom MWT-XXL continues to offer the simplest operation. The payload is around 100 tonnes. The first delivery went to the Polish company Transannaberg. (eu)

### Big anniversary at Broshuis

On 11 January 2025, Broshuis, a family-owned company now in its fourth generation, kicked off its anniversary year, celebrating 140 years in business. More than 12,000 visitors followed the invitation to Kampen in the Netherlands. The manufacturer of heavy-duty trailers and container chassis exhibited around 130 combinations on the 100,000 m<sup>2</sup> company premises. It can be assumed that a large part of the European heavy transport scene met in Kampen to celebrate 140 years of the company's history with the more than 500 Broshuis employees. In addition to current products from Broshuis, numerous suppliers were also in attendance.

The major truck manufacturers also exhibited their current tractor units, and Tekno and WSI showed the latest products from their ranges. (eu)

### A hand on the future

'Hands on the Future' is the motto of Liebherr at Bauma 2025. The manufacturer is presenting 70 exhibits on a 14,000 m<sup>2</sup> area. The emission-free and autonomously driving open-cast mining dump truck T 264 with a payload of 240 t is certainly the eye-catcher at the exhibition stand. The drive is battery-electric. On the main line, the dump truck is connected to the overhead line, but it can also be driven to the excavator and the crusher using the battery. The new LR 1300.2 SX crawler crane draws its power from a 392-kWh battery and can be operated for up to 13 hours without a power connection, depending on the application. Another highlight is the first prototype of a large wheel loader with a hydrogen engine. (up)

### 100 years of Caterpillar

Caterpillar is celebrating its centenary at Bauma with the motto 'the next 100 years'. 48 exhibits, 17 of which are new or upgraded products, are on display in an area of 9000 m<sup>2</sup>. Among the new products is the D8 with a new cab. The 140 AWD Next Generation motor grader prototype in the 20-tonne class can be seen. To fill the relatively large gap between the MH3026 and the MH3040, the new MH3032 material handling excavator with a reach of 15 m is on display in Munich. The smaller 330 UHD is coming in the area of demolition excavators. There is also an update for the next generation of the M323 road-rail excavator. The 775 with a

larger trough and the 395 face shovel excavator are an ideal pairing for the quarrying industry. (up)

### New dumpers from Volvo

Volvo has revamped its line of articulated haulers. The redesigned models A35, A40 and A45 in the payload class between 34.5 and 42 t come in a new look. The A50 model is completely new, with a capacity of 45 t or 27.8 m<sup>3</sup>. The built-in Volvo engine with a displacement of 16.1 litres delivers 385 kW (523 hp). The A50 is the successor model to the proven A45G FS with hydraulic full suspension. This makes it the ideal solution for demanding applications in quarries and on large construction sites. With the new series, Volvo is demonstrating its clear commitment to state-of-the-art technology, maximum safety and the highest productivity. (up)

### 30 years of PrecisionMover

TII Kamag is the specialist for in-plant transport solutions within the TII Group. The product line of the swap body movers is now celebrating its 30th anniversary. The PrecisionMover was originally christened the 'Wiesel' (weasel), used the cab of the Mercedes Vario in the first generation and was first delivered to Deutsche Post. Its outstanding manoeuvrability when moving swap bodies, trailers and semi-trailers made the PrecisionMover the standard in yard logistics. The second generation used the cab of the Atego, and the hydrostatic drive is still the technical highlight today. Since 2019, a cab developed specifically for the PrecisionMover has been installed, and it is also available in a durable hot-dip galvanised version. (eu)