

Ausgabe 6-2025

Modelle von Lastwagen, Baumaschinen

Mit Wettbewerb

NZG 1:50

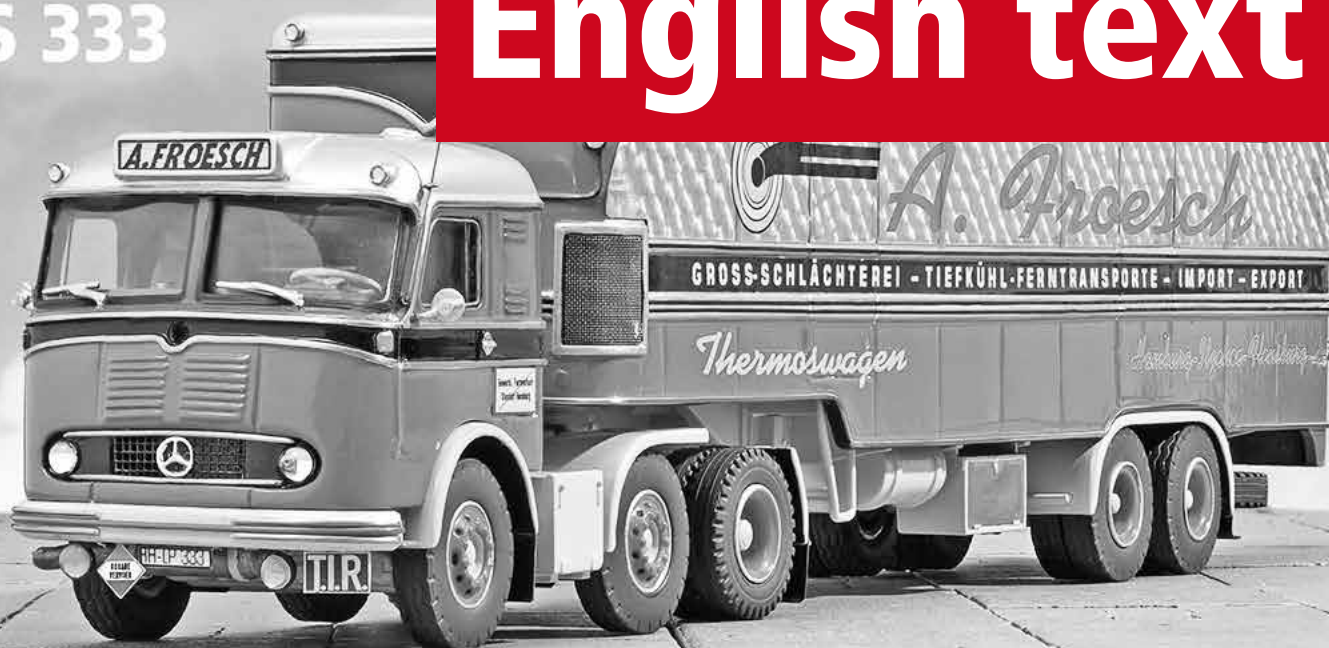
Liebherr LB 45.1

Eigenbau 1:50

Mercedes-Benz

LPS 333

English text



Cavallino 1:50 DAF XG+ zum Dritten

Sammlerportrait Towercrane Brothers

Bomag 1:50
Kaltfräse BM 2000/65



Editorial

AI or diorama building?



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

One of our hard-working authors recently asked me whether we could 'do without diorama building in future' and attached some pictures of model lorries in beautiful landscapes to his message. The photos were all created by artificial intelligence and uploaded to the usual platforms.

In fact, the eyes of model enthusiasts are drawn to such images because one instinctively wonders: are they real or artificial? They are also irritating because the proportions are rarely correct and the models are often too small. This is a problem that AI will prove to be able to solve in a few months. The integration of the models into the natural environment is already breathtaking, and the shadows cast are true to life.

Fascinating to look at, but why should I give up diorama and model building because of it? For me, as an 'office worker' – which I am, despite plenty of variety – leisure and hobbies are synonymous with screen-free time. I look forward to taking out my current model project and crea-

ting something with my tools and my hands. I am always grateful when the research for the model is complete, I can switch off the computer and pick up my craft knife. That's why I like to print out the most important reference photos and keep them next to me, so that the tablet doesn't flicker on the workbench.

Images of models in AI-generated landscapes will probably develop into a new variation of our hobby. Those who have succumbed to the fascination of diorama building will continue to want to use their imagination and hands to create a piece of landscape.

Perhaps we will also show AI-generated images at some point, preferably with instructions. Until then, I wish everyone lots of fun reading and relaxing hours, even during the festive season.

Daniel Wietlisbach

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Michael Acker and Marco Schüfer share a passion

Towercrane Brothers

by Daniel Wietlisbach

Michael Acker was born in Stuttgart in 1977, where he grew up with a half-brother three years his senior. He only saw his father a few times and never saw his second half-brother. But his mother selflessly took care of the two boys so that they would want for nothing. To do so, she worked hard, first as a seamstress and later as a taxi driver, which meant that the children had to become independent at an early age. The flat was located in the red-light district of the southern German metropolis, where children and young people had to find their own places of refuge. Michael found his on construction sites, which were plentiful during the building boom of the 1980s and 1990s. He was drawn to the hustle and bustle – there was always something to watch. Of course, he was particularly fascinated by all the machines and, even then, the construction cranes. Building sites were also attractive to the boys at night and on weekends; then he would sneak around between the construction machines ‘with his mates,’ as he recalls. In an album, there is a photo showing Michael as a 14-year-old, alone and unsecured on the boom of a tower crane – photographed from the top of the tower by his accomplice. Of course, the approaching police had no chance, because the boys knew

Before their paths crossed at Minibauma Sinsheim in 2008, the two collectors did not know each other. Each had his own story – and yet there were numerous parallels and similarities. In the crane collection, both feel like they are in paradise ...

their escape routes and disappeared into the depths of the underground.

His older brother had other interests, tearing up the streets on his BMX wheel and ‘hanging out with his own mates’. But they also had a joint interest: he built fairground booths and amusement parks out of Lego bricks and borrowed his younger brother’s cranes to construct them. Thanks to the age difference, Michael often received Siku toys as gifts from his brother’s friends. It had long been clear that Siku models would make a great birthday present for the boy. In addition to transport vehicles, his fleet also included tip-pers, semi-tippers, the MAN with flatbed trailer and loading crane, and the Menck M500H excavator. And, of course, there was the well-known quick-assembly crane, which was assembled and disassembled countless times – at that time, it was still available with all the functions of the original thanks to working cable pulls. At the age of nine, he discovered the legendary five-axle mobi-

le crane from Siku in the window of Spielwaren Kurtz. He asked for the necessary money for his birthday and was eventually able to purchase two versions, one in red as a fire brigade crane and one in yellow, red and blue as a civilian version – both models are still in his collection today.

Spielwaren Kurtz was a classic specialist shop at the time, offering everything from model trains to NZG and Conrad models in its ‘boys’ department’. Michael was already aware of the difference between toys and collector’s models at that time. Despite the significantly higher prices, he was able to add an O&K RH9 to his machine park a little later as his first ‘real’ model. At around the age of 14, he also discovered the first 1:87 scale tower cranes from Conrad in the specialist shop, which could be assembled ‘just like the real ones’.

Hobby

Michael was able to establish valuable contacts during his visits to con-

struction sites. He was given brochures and also remembers riding along on a Liebherr LTM 1060 belonging to 'Paule'. He had no problems at school and brought home good grades. After an internship on a construction site, he began a three-year apprenticeship as a 'concrete and reinforced concrete builder', which he enjoyed. He then remained with the company for another two years before moving to a plastering and drywall construction company for nine years. This was followed by over eleven years with a carpenter, which allowed the gifted craftsman to become a generalist. This enabled him to renovate most of the dilapidated house that now houses the collection himself.

His hobby also soon benefited from his dexterity. During his training, he discovered wooden models in the workshop and the idea of realising his dream of building a 1:50 scale construction crane with this material began to take shape. After New Year's Eve, he collected the sticks from fireworks rockets, which formed the basic material for the construction of the first crane. Later, he tried his hand at brass profiles and soldering, but abandoned this for cost reasons. Various crane models were later created from fine plastic profiles, but he always returned to wood as a building material. As he was a talented model builder, he often created unique models from rather primitive means. All of his self-built models are labelled and numbered at the bottom. While his largest models were built on a scale of 1:10, there are also tower cranes in 1:400, with booms measuring just under 10 cm.

Michael came into contact with other model builders at the important Stuttgart trade fair 'Modellbau Süd', but it was his visit to Minibauma

2008 in Sinsheim that changed his hobby life.

Marco Schüfer

Marco was born in 1983, six years after Michael, and grew up as an only child in the countryside near Stuttgart. Unfortunately, his mother was unable to take proper care of her son due to health problems. His father supported him, but as the head of financial accounting for a scaffolding manufacturer, he had a lot of responsibility. However, he devoted his free time to his son whenever possible. During the week, Marco spent a lot of time with his grandparents. His grandfather was a retired train driver and reactivated the model railway he had built for his son, which Marco loved. This laid the foundation for his hobby – the collector has remained loyal to the 1:87 scale to this day.

Marco also enjoyed playing with Lego bricks and recreating the construction sites he visited on his walks with his grandfather. Siku vehicles and machines joined the Lego bricks as building materials. When he was about eight years old, an uncle gave

him a Siku quick-assembly truck crane with a luffing jib – his greatest wish came true. The Siku fleet was stretched with Matchbox vehicles from the 'Kingsize' series.

Marco didn't think school was that important. If there was a construction site on the way there where a crane was being erected, he would sometimes spontaneously get off the bus and stop. He also knew Spielwaren Kurtz, where he discovered Kibri kits, but also 1:50 models, which he recalls 'blowing his mind'. Suddenly there were true-to-life models from Conrad and NZG – he would have loved to take them all home with him. It was fantastic, but unfortunately unattainable at the age of 10! When his father gave him the Liebherr 28K quick-assembly crane from Conrad for Christmas, he felt like he was in seventh heaven.

Visiting Bauma at Theresienwiese with his father in 1995 was a defining moment for Marco. He saw many machines there for the first time and still vividly remembers how the masts first came into view from the stairs of the underground station before the entire site finally opened

The collectors

Michael Acker (48) trained as a concrete and reinforced concrete builder and now works as an all-rounder in a plastering company. In addition to cranes, both real and model, he is interested in the origins of electronic music and occasionally works as a DJ. He lives with his two cats in Rudersberg.

Marco Schüfer (42) trained as an agricultural machinery mechanic and now works as a 'jack of all trades' in a construction company. In addition to his hobby, he is a big fan of Star Wars and other science fiction and fantasy films. He became a father to a daughter (15) at a young age and now lives with his new partner and their one-year-old son in his parents' house in Ensingen near Vaihingen/Enz.

Visitors are kindly requested to register: marco.schuefer@gmail.com

up before him. Thanks to his father's contacts, he was given a model of a Liebherr stereo loader by Conrad, and this is where his second passion, collecting brochures, began. At the time, the brochure dispensers of the major manufacturers covered entire walls. Marco was overwhelmed and ran 'as if in a fever' from stand to stand, but at the same time felt unable to collect all the brochures. Close to a 'nervous breakdown', he had to give up because he didn't have enough bags with him or the strength to carry them all. After this Bauma, it was clear that from then on, his life would revolve around construction machinery, both professionally and privately.

In fact, his interest remained and he wanted to learn 'something about construction machinery'. During an internship as a reinforced concrete builder, he was allowed to operate a crane for the first time, a Liebherr 35K. But at the beginning of the 2000s, there was a construction crisis and Marco couldn't find a training place for his dream job as a crane mechanic. He eventually trained as an agricultural machinery mechanic, which, from today's perspective, was a good decision. After completing a second apprenticeship as a landscape gardener, the construction crisis was over and Marco was given an opportunity to work as a tower crane assembler for a Potain dealer. After further training to become a 'specialist', he was not only able to assemble cranes, but also to 'approve' them. After a year, he wanted to expand his knowledge and moved to a smaller, brand-independent company. There, he spent ten years assembling cranes of all common brands, and through his contacts with various manufac-

turers, his private collection of brochures grew.

Unfortunately, the job was very strenuous, and back problems and a work accident were followed by a long period of recovery during which he was unable to work. Only occasionally, when he felt the walls closing in on him, did he help out at companies run by friends and occasionally operate a crane 'as therapy'. With permanent spinal damage, he is now not allowed to stand for more than four hours a day. He obtained his truck driving licence at his own expense and now works for a construction company – so that he can still be involved with cranes. He transports construction machinery, but is also welcome in the workshop. The regular working hours and good working atmosphere compensate for the financial sacrifices.

Hobby

With increasing pocket money and later an apprentice's wage, he was able to afford more expensive models – he passionately collected and built 1:87 scale models. During his training, Marco discovered the 'IG F.B.S.K. e.V.' (Interest Group of Friends of Construction Equipment, Heavy Transport and Cranes), the Germany-wide association that organises the Minibauma every year. In 2005, Marco visited the exhibition in Sinsheim for the first time and was delighted to discover that there were far more like-minded people than he had dared to dream. He became a member and exhibited for the first time two years later. He was the only one interested in construction cranes and also showed his Kibri-based conversions. One of these was a Potain tower crane, which he converted

from a Liebherr top slewing crane, which was not possible without compromising on the details. Nevertheless, he was delighted to show the model at Minibauma 2008.

At least until a visitor appeared who pointed out all the mistakes to him. At first, Marco was annoyed and found the visitor's behaviour very unfriendly. At the same time, however, he was impressed by the other man's expertise, who obviously knew every detail.

Towercrane Brothers

During the exhibition, Marco 'plucked up his courage' and spoke to his kindred spirit again. He realised that this man was even crazier than he was. Marco was very impressed by the pictures of the homemade cranes that Michael showed him, and a lively conversation ensued. It turned out that they lived only 25 kilometres apart, and on his first visit to Michael's house, Marco thought to himself: 'How can anyone pursue this hobby so intensely, more intensely than I do?' Marco was able to convince Michael to exhibit his models, and so a year later they took part in Minibauma together – their table has been a fixture at the exhibition ever since. Michael began to get involved in the club and was accepted as an honorary member a year ago. The club's annual general meeting is now held at his house – and anyone who has ever been there knows why.

But first things first: for years, the friendship was primarily functional; they had the same interests, got together to order models and looked for models for each other. Michael converted 1:87 models for Marco and also repainted Conrad cranes.

Then they met by chance in a nightclub and discovered they had other things in common: music, amusement parks, fairgrounds, and the technology behind amusement machines. Both had lived eventful lives and found peace in their models. A friendship developed that went beyond their shared hobby. They visited construction sites together and followed the ‘Stuttgart 21’ project for the new main railway station. Ten years ago, Michael found a house that he wanted to buy at a reasonable price and renovate for himself and his mother. It was a ‘dilapidated shack’ at the time, says Marco, but Michael was a gifted craftsman. In addition, they could imagine not only living in the house, but also exhibiting the extensive collection. Unfortunately, Michael’s mother unexpectedly fell ill and died of a brain tumour before they could move in. Michael had to organise the funeral and not only

clear out an apartment – ‘it was a very intense year!’ he recalls.

Model building took a back seat and remained so, as the renovation of the old house dragged on for years. It was only two years ago that the collection was able to ‘move in’, be set up and displayed in a museum-like setting. Marco had the idea of combining the two collections. He wanted to give away his 1:50 models and had always dreamed of a permanent exhibition. Michael’s house unexpectedly provided space for this idea, becoming a kind of meeting place for the two friends and other collectors. In this way, the two men’s dream came true, even though it is not a museum open to the public.

A kind of connecting centrepiece is the 1:10 wooden model of the Peiner TN 180 from the heavy TN series of the 1970s, whose undercarriage rests on tracks on the ground floor and whose luffing jib reaches up to the roof – openings in the wooden

floors make this possible! All models are displayed very tastefully, many of them standing freely due to their size rather than in display cases, allowing them to be viewed at leisure. Many of the large models were created thanks to Michael’s extensive expertise in his hobby workshop.

The collection now also includes cranes that were ordered from custom model builders, some of which are unique. The introduction of 3D printing was a milestone in this field, and there are now true experts in this craft. Marco enthusiastically explains that a ‘competent small-series scene’ has developed, particularly in Italy. Of course, the prices of such models are in the four-digit range, and patience is also required. But when you finally have it in front of you, it’s a real knockout! The two collectors certainly have no shortage of ideas for further models that would fit into the exhibition.

Long-term project made from resin parts

MB LPS 333 'A. Froesch'

by Daniel Wietlisbach

Mercedes-Benz relied on the bonnet shape for heavy trucks much longer than other manufacturers. It was body manufacturers such as Wackenhut, Schenk, Kässbohrer and Kögel who began to build conventional bonnet chassis front steer trucks with their own cab shells. The large-volume furniture transporters from Ackermann Fahrzeugbau are particularly well known in this regard.

It was not until the mid-1950s, when restrictive measures for dimensions and total weights threatened commercial vehicles in Germany, that the engineers in the Mercedes-Benz development department also recognised the advantages of front steer truck. When the successor to the legendary L 6600 torpedo front truck appeared in June as the L 315, a front-wheel drive version was launched at the same time under the designation LP 315. While the 'L' in the designation stood for 'truck', the 'P' was short for 'Pullman'. This designation originated in railway construction, where Pullman cars were particularly spacious and luxuriously appointed long-distance railway carriages, named after their inventor George Mortimer Pullman. The chassis and engine of the long-bonneted L 315 and the front steer truck LP 315 were identical. The 'Pullman cab' was supplied by Wackenhut, the OM 315 diesel engine delivered 145

Sometimes a model goes through numerous twists and turns during its development – every model builder can tell you that. This makes it all the more satisfying when such a project is successfully completed. The Mercedes-Benz LPS 333 tractor has just such a story behind it ...

hp, the gross vehicle weight was 14.9 tonnes and it had a payload of 8.2 tonnes.

Two years later, the LP 315 was replaced by the more powerful LP 326, which offered side windows for the driver and further optimised the loading floor with a shorter front overhang. The new OM 326 six-cylinder diesel engine now delivered 200 hp.

In 1958, the new 'Seebohm Laws' imposed severe restrictions on German commercial vehicle manufacturing. The then German Transport Minister Hans-Christoph Seebohm wanted to limit the unstoppable development of road transport and make the German Federal Railways' freight transport more competitive by imposing drastic restrictions on masses and weights. Until their introduction on 21 March 1956, trucks were allowed to be up to 20 metres long and weigh up to 40 tonnes. After that, the limits were 11 m and 12 t for two-axle vehicles, 12 m and 16 t for three-axle vehicles, and 14 m and 24 t for trailers and tractor and semi

trailer. The maximum axle load was 8 tonnes and the minimum engine power was 6 hp per tonne of total weight.

Mercedes-Benz responded with the 'Tausendfüßler' (millipede) LP 333, which replaced the LP 326. In order to maintain the total weight, a second steered front axle was installed. As a tractor, it was designated the LPS 333 and was fitted with a steered pusher axle in front of the driven rear axle. However, both three-axle vehicles were only available until 1961, as the total weight for two-axle vehicles was increased back to 16 tonnes in 1960 with a view to standardising road traffic laws within the future EEC. Although the three-axle vehicles were a kind of 'emergency solution' due to restrictive legislation, the trucks achieved cult status, not least because of their unusual appearance for the time. Despite the relatively short production period, a total of 1,833 vehicles left the Gaggenau factory. The successor to the three-axle model was the two-axle LP 334 with

a gross weight of 16 tonnes, which was introduced in 1960 and was also powered by the 10.8-litre OM 326 engine with 200 hp.

Model building with breaks

It's no wonder that a model of this legendary truck was on the wish list of René Tanner, whose collection consists of self-built models from all European countries of earlier eras. The main components had been stored in his cupboard for ten years for planned model projects. The cab was a resin casting by Gordon Noll, which René found at a Dutch exchange at Piet Hoogendoorn. It was one of Gordon's last cabs and probably also one of his last casts, as the quality was 'modest'. All the cabs were 'somewhat crooked', but were offered at a low price, so a reasonably usable one found its way into the model builder's parts collection. When it finally found its way onto the workbench, René laboriously reworked it in three steps until it finally met his critical eye for form. There were repeated long breaks during which he disappointedly put the cab aside before picking it up again and continuing to optimise it.

The chassis was based on a white metal kit from Smith, which also proved to be very complex to build, as it had to correspond in every detail to the original LPS 333. As is usual with René's models, neither the fuel lines nor the drive train are missing. The axles are also replicated with suspension, brake cylinders and lines. Because spiral cables did not exist at the time, the hydraulic hoses are additionally flexibly attached to the top of the cab to allow for relaxation when cornering. Heavy Goods contributed the matching wheels.

When René came across a picture of an original on the internet, which was to serve as a template for the colour scheme, it took another three years before the tractor and semi trailer was completed. During this time, another challenge slowed down the final implementation of the project:

The 'tenon grind'

The original was a truck and trailer belonging to a furniture removal company, and at that time this special form of metal finishing – also known as circular marbling – was considered modern. Typically, knurling is used on stainless steel, aluminium or brass and gives the surfaces a striking, technical appearance.

The characteristic pattern is created by grinding the surface at specific points. A rotating grinding tool is applied to the sheet metal with even pressure. The resulting grinding circles are applied in regular rows or patterns and are referred to as 'taper' or 'scale'. The overlap of the individual grinding points determines how dense or airy the pattern appears. Depending on the tool, speed and contact pressure, different effects can be achieved in terms of size, depth and degree of gloss. The result is a visually vibrant surface pattern that also protects the base material, as small scratches and signs of wear become less visible in everyday use.

Taper grinding is still used today as a stylistic element on bare metal cladding, for example on machines in the food industry such as cheese dairies and in the dairy industry. Some of the superstructures for milk tankers are still decorated with it today.

Dovetail grinding on the model

The semi trailer is made of resin casting and was also manufactured years ago by Wayne Williams on behalf of Henk Kamps in a small series. René assembled it a long time ago and it had already been painted four times in different colours – always to match the tractor unit for which it was intended. This time, it was to be given its final purpose. In his mind's eye, René saw the tractor of a slaughterhouse, to which the Zapfenschliff fits perfectly in the upper area. As mentioned, this finish is often used in the food industry – and it somehow also radiates 'hygiene'.

Replicating the dovetail joint in 1:50 scale proved to be a complex task with a very small tolerance range. The basis was a suitably cut 0.2 mm aluminium sheet, which was sanded selectively with a small copper brush in the model drill. For precise guidance, a template was first made from a plastic sheet, then brushed line by line. In addition to a steady hand, it is also important to apply even pressure to all scales – corrections are hardly possible, which is why the supply of aluminium sheet should be sufficient. As the photos show, the effort was definitely worth it, because the sheet metal cladding is a real eye-catcher as a stylistic device.

The elegant paint finish was applied with spray cans. The contemporary lettering was created in part with the Brother label printer and supplemented with decals ordered from René Kohli (lastwagen-modelle.ch). The model is not dirty and thus appears 'hygienic', which is very fitting for a slaughterhouse tractor and semi trailer.

Drilling rig from NZG

Liebherr LB 45.1

by Daniel Wietlisbach

Liebherr special civil engineering machines come from the Austrian factory in Nenzing, where cable excavators and crawler cranes up to 400 tonnes are also built. In addition to the LB series with seven drilling rigs, there is the LRB series with five combined pile driving and drilling rigs in various sizes.

The LB 45.1 was the flagship of the series for a long time and was only replaced at the top of the product range by the even larger LB 55 at the beginning of the year. Nevertheless, with an operating weight of between 115.5 and 133.2 tonnes, it is still an impressive machine. The torque is 450 kNm and the most well-known drilling method, Kelly drilling, achieves a maximum drilling depth of 95.0 m. The maximum drilling diameter is an impressive 4500 mm. The machine is also suitable for other methods such as continuous flight auger drilling, full and partial displacement drilling or double-head drilling. The D966 A7-05 diesel engine is manufactured in-house, has an output of 450 kW (612 hp) and complies with Stage V and Tier 4f emission standards.

Model from NZG

It was already clear after Bauma 2022 that a model of this machine would be released. Due to an internal glitch, it appeared as an announce-

With the LB 45.1 large rotary drilling rig, NZG delivers a weighty Liebherr model for collectors' display cases. It rounds off the model range of specialised civil engineering machines at the top end ...

ment in the Liebherr shop for a few days. Long enough to spread across the internet. It was finally available for purchase at this year's Bauma.

It is delivered well protected between two polystyrene shells with the boom fully extended. The model is an exact scale reduction of the large machine and is very heavy thanks to its elaborate metal construction.

The telescopic undercarriage ensures stability, does not buckle even when extended and is an exact replica of the original. The chassis frames are engraved true to the original and are completed by individually inserted steps. The sprocket shows all the details, the idler is spring-actuated and all running and support rollers are reproduced as such and mounted on rotating bearings. The 1000 mm wide track links are firmly jointed to each other and therefore cannot fall apart; they present a faithful reproduction of the original.

The upper structure consists of precisely engraved metal castings, which clearly show numerous details. Particularly beautiful are the openwork radiator grilles on the right-hand side and the extremely fi-

ligree silver fan guards in front of the large fan and on the exhaust system. The safety railings and the bearing slide for the hydraulic hoses in transport mode are filigree replicas made of plastic. The walkable surface on the upper structure has a fine chequer plate structure. The four-part counterweight block, which weighs 23 tonnes in the original, cannot be dismantled and forms a single unit with the housing. This is a pity, as it means that the machine can only be partially moved into transport position.

The cab has a harmonious shape, is beautifully detailed, and the slightly tinted windows allow a good view of the multi-coloured cab interior. The glazing is printed with the window divisions and rubber seals. The windshield whipper and roof protection grille are made of photo-etched parts. Work lights, rear-view mirrors, handrails and rotating beacons complete the modern workplace of the machine operator.

Let's turn to the drilling equipment: the assembly is well explained on a leaflet with pictures – as is the conversion to transport position. The necessary screws and pins are

included in sufficient numbers in a plastic bag, as well as chain links and rear-view mirrors as spare parts. The drums have sufficient rope, which unfortunately was wound upside down on our sample for the winches for the feed and the Kelly bar. The feed winch also has no brake, which means that the rope should be tightened manually after setting up. The hook of the auxiliary winch can be attached to the foot of the derrick in true to life fashion.

The four hydraulic cylinders of the kinematics keep the derrick very

stable. True to the original, the winch area is accessed via a ladder, where a platform with a very delicate mesh floor is attached. The derrick can be swivelled not only backwards but also to both sides by the original 5°. No fewer than 15 hydraulic hoses can be traced from the upper structure to the winches and the drilling drive. The guide carriage is fixed at the desired height of the derrick by two screws. The BAT 450.1 drilling drive can then be hooked up with the kelly bar. The drill head with auger has a diameter of 1500 mm. The pressure

pipe – which pushes the casing pipes into the ground – is fixed in place by two pins. Casing pipes are not included this time.

The jack head is also precisely detailed; it can also be folded down for transport, and the hydraulic cylinders required for this are functionally replicated. Both bellows can be adjusted individually.

As usual, the colour scheme and flawless lettering are impeccably executed and match the high-quality model.

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Remo's Old Iron

by Remo Stoll

At the time the photos were taken, this beautiful four-axle truck was only still in use internally, having already spent several years at a Swiss gravel plant. The six-cylinder engine produced less than 300 hp, so it was certainly no 'rocket' on hills. Finally, here's a little tip to narrow down the range of models: the model number contains an 8.

Recognise the truck? Send us the exact name by 10 December 2025. If there are several correct entries, the winner will be decided by lottery. Only participants who provide their full address can be considered, so that we can send them their models.

Do you know this one? Recognise the truck and win a model ...

This time, the prizes are the Kobelco SK270SRLC-7 short-tail excavator from Conrad, the Hamm HC 119

roller for emerging markets and the brand new DAF XG+ with Kraker moving floor trailer from Cavallino.

Solution from Laster & Bagger 5-2025

The bulldozer was a Hanomag K16. With several correct answers, the winner had to be decided by lottery: Beat Felber wins the Vögele Super 1803-5 X paver from NZG, Nadine Hannes wins the Mack MD with open body and red cab from Conrad, and Reinhard Schirmacher wins the Komatsu SK820-8 skid steer loader in 1:25 scale from Universal Hobbies.

We congratulate all the winners!

Anniversary models from DM in 1:50 scale

100 years of Cat

by Daniel Wietlisbach

So much has been written about the 100th anniversary this year that we can limit ourselves to just a few sentences: Caterpillar was formed in 1925 through the merger of Holt Manufacturing Co. and C.L. Best Tractor Co. The name ‘Caterpillar’ was coined by Charlie Clemens, a factory photographer at Holt, back in 1909 when he observed a crawler tractor on a test drive. When he saw it in action in the field, he remarked to Benjamin Holt: ‘It crawls like a big caterpillar!’ A year later, Holt registered and protected the name for his tractors – and it would be another 15 years before it became the name of the new company. Yellow was declared the new corporate colour in 1931.

The first tractor developed by the new company in 1926 was the ‘Twenty’ model. Extensive test drives were carried out at the factory’s test site in San Leandro to identify any weak points. One of the drivers was 15-year-old Dan G. Best, son of CEO C.L. Best, who was tasked with pushing the machine to its limits. Once all the defects had been eliminated, production finally began at the end of 1927. The ‘Twenty’ became a successful model as the successor to the ‘2-Ton’ and was produced until 1933.

Model by DM

It is therefore not surprising that the Caterpillar Twenty was chosen as

To mark its 100th anniversary, Caterpillar commissioned Diecast Masters to reproduce the very first crawler tractor in various scales. The D6 XE LGP model also shines in the grey anniversary colour scheme ...

the anniversary model. In addition to the 1:50 scale model shown here, it is also available in chrome and gold-plated 1:16 scale, as well as – very exclusively – in solid silver and gold in 1:12 scale.

The 1:50 scale model comes in elegant packaging and is screwed onto a black plastic base. Underneath is a reduced reprint of the original brochure, with a contemporary drawing on the front and technical specifications on the back. The model can be removed from the base plate by loosening the two screws. It essentially consists of three parts, which are very finely engraved. Both crawler frames form a single plastic unit and are screwed to the floor pan. The hood, mudguards and driver’s cab form a single die-cast metal unit. The delicate model is refined by various added details: grill with starter crank, exhaust tube, four levers, drivers seat and towing eye.

We naturally find it a shame that the Twenty is designed purely as a display model. This is especially true because the manufacturer has proven with its 1:87 scale models with me-

tal track chain that it knows how to produce fine, functional track chain. The decision was probably based on concerns that the model would have been too expensive. In any case, it looks great in the display case – for example, as a size comparison to current machines from the market leader.

Caterpillar proves how attractive grey can still be as a colour with the special paintwork on some of its machines. Take, for example, the D6 XE LGP bulldozer exhibited at Bauma, which Diecast Masters has reproduced in 1:50 scale – the colour certainly has the desired effect. The model was produced in a limited edition of 500 for Europe. The design remained unchanged and a detailed review can be found in Laster & Bagger 4-2019. The paintwork is flawless and the elaborate printing is immaculate.

Large milling machine in 1:50 scale

Bomag BM 2000/65

by Daniel Wietlisbach

The specialist in road construction machinery offers cold milling machines with working widths from 500 mm to 2500 mm, with the larger models being called large milling machines at Bomag. The BM 2000/65 was presented at Bauma and, with an operating weight of 27 tonnes, is 'the lightest milling machine in the 2-metre class' according to the manufacturer. This makes it very manoeuvrable and easy to transport, as no special permit is required. Thanks to its turning circle of just 1.7 m, the milling machine can even be used in roundabouts. The built-in Cummins X15 six-cylinder engine delivers 640 hp (470 kW) and complies with Stage V emission standards.

Verticas GmbH is listed as the manufacturer on the cardboard box. The model is well protected and securely held between two transparent plastic shells. It can be easily removed and, once the discharge conveyor has been moved from the transport position to the working position, the model is 'ready for use'. Despite various plastic parts, it is pleasantly heavy, as all housing parts are made of metal. The new milling machine passes the main dimensions test with flying colours, even in the transport position with the conveyor belt folded in.

The four crawler frames are identical, finely engraved and steerable. They achieve approximately the same steering angle as the original. The rubber tracks are finely engra-

With the BM 2000/65, Bomag presents a model of a large milling machine in the 2-metre class. It has been faithfully reproduced and is beautifully detailed ...

ved and the red hard rubber plates are coloured red. The shiny silver pins on the moving points are somewhat distracting, as they are in other places too. Although they are also metal-coloured on the original, they are significantly smaller in proportion; a dab of grey paint would remedy this.

The detailed replica milling vibratory drum compactor can be rotated and is easily visible from below. Both the side blades and the dust protection casings behind and in front of the drum can be lowered and raised by two hydraulic cylinders each.

The milled material is transported via a short conveyor belt directly in front of the milling unit to the discharge belt, which is made of rubber, just like the original, and correctly reproduces the surface structure. The cladding of the discharge belt is made of plastic, and the belt can be moved into the transport position using the functioning kinematics. Although the discharge height is fixed, the lateral discharge angle can be adjusted, to the left at the original angle of 65° and to the right by 35°. The blue-coloured assembly reduces fine dust by at least 80%, which protects personnel and the environment and meets the requirements for wor-

king in urban areas. The silver hoses are part of the extraction system.

The driver's cab is accessed via individual steps on the left-hand side, while there is a folding ladder on the right. The operator's workplace has been reproduced in great detail. All seats have been replicated and the control panel clearly shows screens, buttons and joysticks. The roof can be folded forward for transport, and the glazing is faithfully reproduced without frames.

The rear with the large engine bay is well done, and the engine can be seen through the openwork cooling grille. After opening the hood, it can be viewed in detail, as it has been reproduced in multiple colours and with various pipework. The two large fans, which are covered by a very fine and therefore almost transparent fly screen on the original, are also indicated. The manufacturer chose a new approach here and used a transparent plastic cover, which gives a good impression.

The paintwork is clean and opaque, and all colour separation edges are sharp. The flawless printing shows not only the Bomag logos and type designations, but also the finest lettering and warning notices.

Side beam bridge from Conrad in 1:50

Scheuerle STB 320

by Carsten Bengs

Germany's road infrastructure is in poor condition and stricter restrictions require new vehicle concepts. The collaboration between the Kübler transport company and the well-known heavy-duty specialist TII-Scheuerle has therefore resulted in the new STB 320 side beam bridge. A special feature of the bridge is its significantly reduced empty weight, which reduces the axle load by 2 tonnes. Overall, the bridge revolutionises the transport of heavy transformers.

And, fortunately, a matching model was created at the same time as the real bridge – a very comprehensive set that is absolutely thrilling! Conrad has created a harmonious, fully functional model with many clever details – ideas from the model even found their way into the real bridge. The set includes two MAN TGX tractor units, two 2-, 3-, 4- and 6-axle modules each, two control cabins and, of course, the side girder bridge with transformer as cargo, as well as extensive accessories.

The side-carrier bridge runs on two newly developed 15-axle (each consisting of a 2-, 3-, 4- and 6-axle single module) EuroCombi L13 modules. These are compatible with the conventional Intercombi modules in the prototype, but have been optimised in terms of their empty weight.

The individual modules are assembled in the model using small pins; a small bolt under the modules se-

Conrad, Scheuerle and Kübler worked hand in hand to design the model in parallel with the original. This enabled Conrad to realise many details, even though they only existed on the drawing board at the time ...

cures them in a guide rail. All axle rods run smoothly and can be fixed at three different heights. As usual from this manufacturer, the axle suspensions are made of plastic. Small metal steering linkages ensure that the axles run parallel; the steering linkages supplied connect the axles between the modules. The drawbars to the towing and pushing vehicles are also connected to the axles via a track rod.

The technical innovation for weight reduction is also immediately apparent in the 6-axle module. The raised centre beam ensures a significantly higher permissible bending moment and optimised stability, eliminating the need for a conventional load distribution frame and thus saving weight.

Both axle combinations feature a control cab from which the bridge's hydraulics are operated. Here, too, the functional interior is complemented by clever details, such as the small folding access ladder. The cabs are complemented by beautifully designed hydraulic units; even the small Hatz engine is visible here.

The STB 320 side beam bridge sits on the 6-axle modules. The frame is mounted on swivel bearings so that

the tightest possible turning radius can be achieved when cornering. Four small hydraulic cylinders on both swivel frames allow the load to be tilted to the left and right, even on the model.

The width of the bridge can be adjusted to suit the transformers being transported. The bridge is widened hydraulically. The diagonal struts are then bolted to the required size and everything is tensioned or compressed using a thread. The model is supplied with struts for two different widths.

The clever implementation of the bridge's lifting mechanism is also impressive. The solid rotatable cylinders with internal threads immediately catch the eye; the height of the transformer can be adjusted by rotating the cylinders evenly. Due to the invisible threads, the transformer remains stable at the set height, which would hardly be the case with a plastic cylinder.

The model can also be constructed with two 9 or 12 axle line combinations. The payload of 320 tonnes remains the same, but the axle load increases to 16.40 tonnes or 13.95 tonnes, making the entire combinati-

on shorter. (Of course, the dilapidated roads would also have to be able to withstand this increased axle load.) In this shortened version, the shorter elements of the side girder bridge are also used.

Conrad has also realistically recreated the transformer, which looks very solid. For reasons of neutrality, it has no real-life counterpart. The lifting points on the transformer are also a nice touch, as they allow it to be used as a load for crane models.

Conrad has also included extensive accessories for the empty run after unloading the transformer. A small frame with support points is placed on the modules so that the side girder bridge rests on them during empty runs. The accessories also include the support feet for the bridge when it is not needed and is parked without running gear. On the 15-axle prototype, axles 5 to 9 are raised during empty runs; which can also be perfectly demonstrated on the model thanks to the adjustable running gear.

The set includes two MAN tractor units: a TGX 41.680 8x4/4 and a MAN TGX 41.640 8x4/4, which have been in Kübler's fleet since

2017 and 2025. The four-axle tractor units have two steerable axles.

The double rear axles on both models are designed to oscillate slightly. The mudguards on all axles and the step plates behind the driver's cabs are also included. Our model driver has an optimal view to all sides thanks to the two mirrors on the cab shell.

The spacious cab shell of the TGX 41.680 can be folded forward, providing a nice view of the replica engines. The upper radiators on the component tower behind the cabs are covered with fine perforated sheet metal; the additional tanks are clearly visible.

Conrad has also beautifully recreated the front trailer coupling on both tractor units. There is actually a small bolt here that can be used to realistically couple additional vehicles to the tractor unit. The bolt can be easily removed from its anchorage with a small pair of tweezers. In addition, the clutch of the TGX 41.640 is protected by a removable cover. The accessories also include the drawbar for when both trucks are driving in tandem.

Additional replicas of the headlamp and warning lights round off the details. All the lights are made of plastic and, fortunately, are not printed on. Incidentally, the new MAN tractor unit was modelled before the original was even finished for Kübler. The original will then be labelled to match the model.

The extensive documentation accompanying the model is also definitely worth mentioning. It contains many explanations about the prototype, including detailed technical data and numerous pictures. The detailed assembly instructions guide you through the construction process in a simple and straightforward manner with easy-to-understand 3D drawings.

In conclusion, one thing is clear: the new Scheuerle STB320 side beam bridge in the beautiful colours of the Kübler haulage company impresses with its perfect functionality, clever details and great, extensive accessories. Even though it takes up a lot of space at 1.6 metres, the model is definitely a winner!

New products from Cavallino in 1:50

DAF XG+ and Kraker semi-trailer

by Daniel Wietlisbach

After the new DAF line was launched by WSI and, shortly afterwards, by Tekno in 1:50 scale, Cavallino is now the third supplier. We already presented the original in issue 4-2021, followed by model reviews in subsequent issues.

Cavallino is also consistently pursuing its model policy with the new DAF with the aim of keeping prices low: only the large cab variants are available, i.e. XG and the brand new XG+ as tractor in 4x2 and 6x2 configurations. The chassis is identical for all brands, including the carter pan and steerable axles. The wheels are also the same as those of other brands. However, the gear box, rear axle suspension, various tanks, the exhaust cleaner with exhaust tube, possibly air tank, mudguards and chassis covers are customised. This 'modular system' allows for the creation of numerous different models.

The characteristics of the new DAF cab are excellently executed, consisting essentially of three cast metal parts: the bumper with the mudguards, the middle section with the grill, and the roof, which differs between the XG and XG+. The radiator grille is beautifully engraved and the DAF logo is embossed. The headlamp and position lights on the roof are made of transparent plastic parts with silver

Cavallino is already the third manufacturer of the new DAF XG+. At the same time, the Dutch company is supplying a new moving floor semi-trailer from Kraker as the second manufacturer ...

spotlights behind them. Other roof lights are transparent and all other lights are painted silver; even the rear lights are simply painted on. Running boards, horns, illuminated panels, windshield whipper, rear-view mirrors and blind spot cameras are all separately mounted parts. The glazing consists of very precisely fitting, individually inserted windows. The roof window, if present, is tinted transparent. The cab interior is uniformly dyed black. The overall impression of the new DAF XG+ from Cavallino is good and high-quality. The clean colour scheme and printing also contribute to this. The compromises made to keep the price down are mainly to be found in the standardisation, as not all original features can be reproduced in detail. Brake lines are also missing and the rear-view mirrors are not mirrored.

New semi trailer

The black XG+ advertises Kraker and has the new moving floor semi

trailer attached to match. Here, too, Cavallino is not the first manufacturer; we presented the original when the Tekno model was released in issue 2-2023. The two models are not that different. In the Cavallino model, the moving floor is slightly more detailed when viewed from above, while the side panels and rear doors are better represented on the inside in the Tekno model.

But let's stick with Cavallino: the moving floor is also impressive when viewed from below, revealing much of the technology of the original. Although the control and moving floor mechanism are jointed with the floor, they are engraved in detail and painted in multiple colours. The landing legs can also be fixed in the lower position by pressing in the upper pin, for example with a ballpoint pen. Two wheel chocks are attached, and the ladder can even be found behind the right-hand underrun bumper, although it is not visible from the side. A storage box and the control elements for the moving floor are located on

the side at the rear. The wheel suspension forms a single unit; the axles are not spring-actuated, but all rest on the ground. The rear beam consists of a continuous plastic element with a number plate, rear and position

lights, and a wide rubber protective flap with advertising lettering.

At the front are the hydraulic hose connections and a narrow platform, which can be reached via a ladder. The separately enclosed tarpaulin,

shown rolled up, can be attached to the side panel.

The colour scheme and printing on the new Kraker moving floor trailer are also flawlessly executed.

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Anniversary model from Tekno in 1:50 Scania T730 'Setec'

by Daniel Wietlisbach

It all began with sales tables at trade fairs and exhibitions. At the end of 2004, Monika Weiler and her now deceased partner opened the shop, which has since become an integral part of the Swiss model scene. We owe various Swiss truck models to Setec's initiative as an importer of Tekno. So it's no wonder that the special model, limited to 275 pieces, comes from De Lier. It was released just in time for the anniversary year, and we would like to take this opportunity to offer our heartfelt congratulations.

And because Monika has been in the business for over 20 years, she knows exactly what makes many collectors' hearts beat faster. A Scania T730 6x2 in metallic royal blue and with everything a V8 enthusiast could wish for, but without being overloaded with trucker chrome. The front features a bull bar and a set of lights on the grill. A sunvisor, a lamp bracket with four additional headlamps and two Michelin tyre men, as well as two fanfares and two antennas make the cab a long-distance driver's dream.

The rear is adorned with airbrush artwork depicting the Matterhorn,

Switzerland's most famous mountain. The two chrome-plated vertical exhaust pipes also make a striking impression. The area behind the cab is covered with checker plate, with only the trailer coupling exposed, enabling semi trailers to be coupled. Below the side panelling is a strip with orange position lights. The logo and decorative lines are discreet and elegant – as befits a special model. Although this version of the Scania is not roadworthy in this country, it looks right at home in any display cabinet.

Tom's driving log

by Tom Blase

Zahlbach stories – or

'A constant coming and going'

I have often written about various events in my father's old company. Often these were just brief moments and encounters, but even decades later we still find them amusing.

Jamil, for example – a dealer who travelled through Germany looking for Mercedes trucks for his home country of Jordan. My father met him by chance on the road, and since both men were chatty in their own way, they quickly struck up a conversation. My father quickly realised which vehicles the little man from the Middle East preferred and kept his eyes and ears open from then on. As soon as an acquaintance sold an old truck somewhere, my father reserved it for a few days and called Jamil. Jamil was naturally thrilled and didn't skimp on these deals – for each vehicle sold, there was a pre-negotiated commission for Werner, the 'middleman', not without the usual

whining from Jamil that my father was ruining him and that his dozen children would now suffer hardship and go hungry. But when he took the roll of banknotes with the golden clip out of his suit pocket, everyone knew that 'the good Lord' had taken pity on poor Jamil and that none of his children were in serious distress.

Hans, my father's boss, was also relieved of his worry about where to sell the old cars when a new arrival stood in the yard.

On the contrary – he was just as cunning as his Jordanian counterpart. A 400-litre diesel fuel tank was quickly exchanged for a 250-litre one. 'They have more diesel in their desert than we do here. Then he should just fill up more often.' Another kind of Mainz business model. But his buyer

didn't take this too seriously. When Hans offered a Mercedes at a slightly higher price, he added, 'But we also put in a replacement engine. The other one was running badly.' Jamil, ever the businessman, simply replied, 'Hans, put the old engine back in and give me a good price.'

When Father came on Friday to collect his wages, Hans complained, 'Werner, your "friend" from Jordan was here again – he's going to ruin me. He wants everything. And preferably for free. He'd even take the old Henschel from the hall if I wasn't looking... and he'd grab another silo in Weisenau and hook it up.'

But somehow they always came to an agreement, and I often wonder what became of the little man from Jordan.

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When Massey Ferguson learned to dig Elegance

by Ulf Böge

The British-Canadian company had already earned a respectable reputation with backhoe loaders, wheel loaders and in the bulldozer segment. What was missing, however, was its own hydraulic excavator – the type of machine that was increasingly becoming a symbol of modern, effective earthmoving at the time.

Instead of embarking on its own lengthy development work, Massey-Ferguson opted for a clever shortcut: the acquisition of a proven construction. The choice fell on the Italian manufacturer Beltrami, a comparatively small but innovative company that had been manufacturing hydraulically operated excavators and loaders under the brand name 'Devil' for years. Beltrami's machines impressed not only with their technology, but also with their strikingly attractive, almost sporty design – something that really stood out at a time when construction machinery was mostly regarded as purely functional tools.

In 1968, Massey-Ferguson purchased the manufacturing rights. In the same year, a new manufacturing plant was built in Aprilia, south of Rome, which from then on became the central production facility for the new hydraulic excavators. The model names were now MF 350 S and MF 450 S. While the MF 350 S was the smaller model, the MF 450 S was the flagship of this new line.

When Massey Ferguson began strategically expanding its own range of construction machinery in the late 1960s, one crucial link in the chain was still missing: a powerful hydraulic excavator ...

Mediterranean design

The MF 450 S was a crawler excavator that differed from its competitors in many ways. Even its external appearance revealed that a different design approach had been taken here. Flowing lines, a tidy cab and the clear layout of the assemblies gave the MF 450 S a certain elegance – Italian design at the service of heavy work.

Under the bonnet was a proven Perkins six-cylinder diesel engine with 102 hp. This not only provided sufficient engine output, but also high reliability – a hallmark of Perkins assemblies at that time. The upper structure, undercarriage and working hydraulics were driven by two separately driven hydraulic pumps, which enabled sensitive control of movements.

The excavator was equipped with a 0.65 m³ backhoe bucket with a generous rotation angle of 165° or 195°. This flexibility allowed for either particularly high fill rates or, alternatively, impressive ripping power. Depending on the configuration, the maximum digging depth

was up to six metres, making the MF 450 S a true all-rounder in the medium excavator segment.

A special feature was the double lift cylinder located in the centre of the main boom, which enabled even force distribution and gave the boom a high degree of stability. The intermediate boom was mounted on rollers and could be locked in six different positions by simply loosening the bolts and moving the main boom in a specific way. A well-designed system that proved itself in practice.

Comfort for the driver

The cab equipment was no less innovative. While many competitors still had to make do with sheet metal walls and simple control levers, the MF 450 S offered an all-round glazed cab, two-hand joystick control, ergonomically arranged controls and even heating – a level of comfort that was anything but standard at the time.

The undercarriage was equipped with eight bottom rollers and lubricated for life – another indica-

tion of the company's commitment to building not only powerful but also low-maintenance machines. The travel motors were completely enclosed and thus well protected against external influences – ideal for tough construction site use.

The MF 450 S was produced in Aprilia until 1974 and was primarily offered on the European market. When Massey Ferguson took over the construction machinery division of Rheinstahl Hanomag AG in Hanover in the same year, the MF 450 S was initially continued alongside the existing Hanomag excavator models. The integration took place without any major adjustments.

However, the MF 450 S's time was not to last forever. Production was discontinued in 1976 and the range was fundamentally redesigned. The new hydraulic excavators in the MF series – including the W 250 C, W 450 C, 450 B,

MF 450 C and finally the large MF 650 – were partly further developments of Hanomag models or resulted from the collaboration with Eder. The MF 450 S was no longer manufactured. However, some of

its design features – in particular the modular boom system – lived on in later models, such as the W 350 C.

The final relocation of production to Italy in 1978 and the subsequent integration into the IBH Holding in 1980 meant that some of the technical concepts of the MF and Hanomag hydraulic excavators also appeared on the international market under the Hymac brand – albeit in a slightly modified form and mostly with new names.

The Massey-Ferguson MF 450 S was a technically sophisticated, aesthetically appealing and highly regarded hydraulic excavator for its time. Even though its production run was relatively short at just under eight years, it remains in the memory of many former users to this day – not least because of its unusual and distinctive design. Today, it has rightly become a piece of excavator history.

Model by NZG

The 1:50 model of the MF 450 S was one of the first models produced by NZG for advertising pur-

poses from 1968 onwards. The MF 300 bulldozer also complemented the 'miniature' range. The hydraulic excavator met the requirements of a functional model at the time and was designed to be solid and sturdy. Technical highlights, such as the adjustable boom and the heavily protected drive system, were well represented, so that a model may well have served as a persuasive aid in many a sales pitch. Unfortunately, the swingability of the dipper stick was not implemented. Presumably, the model builders had to adhere to the specifications of the available plastic cylinders, which were identical to those used in the Fuchs 50 R. Unfortunately, this meant that it was not possible to enjoy playing with the model at your desk or in the sandpit. The MF 450 S was offered by NZG in other colour variants, such as white or NATO olive.

MAN 26.256 short bonnet tipper truck

Sweet cargo

by Daniel Wietlisbach
and John Sas

John Sas is no stranger to the Dutch model-making scene, and his models are a talking point at exhibitions. He prefers to display his conversions on dioramas, which further enhances their realistic effect. And finally, he also knows how to use a camera when he takes his models and dioramas outside and takes atmospheric photos. We met him at Minitruck in Houten and are delighted to be able to present one of his works.

John is 57 years old and lives in Beneden-Leeuwen in the Netherlands, south of Utrecht and Arnhem. He works in road construction and drives a paver. His passion for trucks and model building began at the age of twelve, when he created his first conversions based on Siku models. This was followed by several years of plastic model building with Italeri and Revell kits on a scale of 1:24. However, because these models took up a lot of space, he eventually returned to the 1:50 scale – and that is where John still feels at home today. In the beginning, he mainly collected models, but later he began modifying them, especially models from the Tekno and Lion Toys brands. The model builder now has a wealth of experience, as is easy to see from his models. His favourites are older trucks from the 1970s and 1980s.

When the beet harvest begins in autumn, farmers in this country take to the roads with their heavily laden trucks, heading for the sugar factories. In the Netherlands, trucks are often sent on their way with this sweet cargo ...

To the model

The truck and trailer presented here is a MAN 26.256 short bonnet truck with a Buca trailer from Born. John built it at the suggestion of Henrie de Werd from Empel, whose brother used to drive this truck and trailer, mostly with loads of sand or gravel – and sugar beets in the autumn. This inspired John to recreate the truck – ‘complete with a proper load of beets,’ as he explains.

A yellow MAN tipper from Conrad’s earlier series served as the basis for the motor vehicle. However, only the cab, engine block and double-driven rear axles were taken from this model. The entire chassis and tipper body come from another Conrad model, the Volvo N10/N12. The tipper body was adapted to the original as far as possible using Evergreen profiles, including the protective plate above the tipping cylinder.

The rims and tyres are from Tekno, and accessories such as compressed air horns, rotating beacons, the upper position lights and homemade windshield whippers complete the picture. Two Michelin men painted in

four colours stand on the tipper body – just like on the original vehicle.

The trailer

The three-axle trailer is a kit from Tekno Parts and stands on leaf springs. The chassis had to be stretched at the front with Evergreen profiles to match the original. The tipping body consists of a 40 m³ container from Tekno (14 cm long), of which only the front and side panels were used. The floor consists of plastic panels reinforced with Evergreen profiles. As with the original, there are no mudguards – only at the rear are there any; these were also made from Evergreen profiles, as was the entire tailgate.

The tipper extensions, which were only fitted for the duration of the beet transport, are made from coffee stirrers that have been cut to size and coloured (Revell 85 matt); on the trailer, they are even designed to be removable. Ladders were also fitted to both tipper bodies and a rolled-up tarpaulin made of paper soaked in wood glue was replicated. The rubber bands are made of thinly cut

black adhesive tape. The tarpaulins are slightly weathered with oil paint.

Finally, a hydraulic hose for the tipping cylinder was attached and the supply lines between the truck and trailer were replicated.

The load

The beet load is based on an idea by Hans Witte and consists of a wooden block with modelling clay and 'Muisjes' (mice) glued on top.

Muisjes are sweet sprinkles that are particularly popular as a bread topping in Holland. They are made from the seeds of the anise plant, coated with pink, blue or white sugar glaze. Alternatively, suitable grains that can credibly represent sugar beets (such as quinoa, brown millet or buckwheat, or a mixture of all three) can be found in the health food sections of department stores. The beetroots were painted beige. The loads are removable

so that the model can also be displayed empty.

John Sas uses synthetic resin paints from Revell and Humbrol to paint the models, which he dilutes and applies with a spray gun. The chassis were painted light grey (Humbrol 165 silk matt), the cab and tipper bodies dark green (Humbrol 3 gloss) and the rims red (Humbrol 19 gloss). The lettering consists of wet decals ordered from a service provider.

Simple conversions for greater variety – Part II

Two become one

by Wilfried Schreiber

The second part deals with further model conversions, in which two standard models were combined to create a new one ...

For example, the author mounted a Fuchs 301 upper structure with lattice boom and grab from NZG onto a Mercedes-Benz short bonnet truck from Siku. Both the excavator and the truck are from the same era in real life. The Fuchs 301, built in Ditzingen near Stuttgart, was the 'forest and meadow mobile excavator' in Germany from the late 1950s to the mid-1970s, and could be seen on almost every construction site. It could be used as a crane with a lattice boom and optional additional boom extensions, or with a cable grab, multi-tine grab and scraper bucket. But it could also be used with other attachments such as a deep, high or side-shifting trench bucket – a universal excavator par excellence!

The Fuchs 301 – along with the Fuchs 300 and the Krupp D 200 – is one of the author's 'childhood memories', which is why he developed a special fondness for it. It is therefore not surprising that another conversion was started with the Fuchs 301: this time based on the Märklin model in 1:55 scale, which originally had a high-lift bucket. However, this was replaced by a lattice boom and grab from the Unicata model, which he felt was a better fit in terms of scale.

In return, the upper carriage and undercarriage of the Fuchs 301 from Unicata were converted into an Eder W 320 with a grab. The lattice boom for this comes from a damaged Dol-

berg D 300 crawler excavator from GMTS on a scale of 1:50. The W 320 can be seen here in lemon yellow paintwork with a red undercarriage, as it was used in the author's hometown in the 1960s.

The Eder company, which still exists today, was founded in Mainburg in 1946, and the W 320 was also a universal excavator with the same capabilities as the Fuchs 301, but slightly larger.

Another conversion was created by mounting the Condicta quick-assembly crane from the 1980s on a scale of 1:87 onto the two-axle chassis of the Magirus-Deutz Saturn in 1:50. Both models are from Con-

rad; the Stetter mixer body had to be removed from the Magirus for this. The result was a truck crane, which was often used in the 1980s to move lightweight walls in hall construction. Conecta is a Swiss manufacturer that was founded in 1959 and began distributing Boilot cranes. The later Conecta cranes (top slewing

and self erecting crane) are still manufactured in northern Italy today. A characteristic feature of all types is the hot-dip galvanising of the tower and boom, as well as the polygon sheet metal bracing on later models.

Another conversion, this time carried out by the gifted model builder Peter Veicht, is a Hanomag crawler

loader from the 1970s. It was created from a Hanomag K12 bulldozer from Cursor in 1:50 scale and the lifting frame with shovel of a Zettelmeyer Europ L 2000 wheel loader from Siku in 1:55 scale. Despite the different scales, the model looks very harmonious.

Demolition as a diorama theme – Part III

A lost place disappears

by Markus Lindner

Although the PC1250-11 is a machine from the mining sector, some are also used in heavy industrial demolition. The Landwehr company, for example, purchased a PC1250-8 in 2014. Also worth mentioning is the elaborately converted PC1250 Demolition from Aregger. Our machine is equipped with a Mantovanibenne CR120R concrete crusher and an SH1500R scrap shear in the colours of our Dutch distribution partner Dehaco.

A PC450 with long front attachment (model from UH) is also used for the demolition of tall building sections, such as the 23-metre-high furnace house. In addition, another PC450 with an extended earthmoving boom and a PC210 (both from UH) are also working on the site.

Other parts of the building

The two-aisled hall dominating the diorama, the construction of which

Today, our demolition site is equipped with Komatsu machines. The PC1250-11 model from NZG is a real powerhouse on the construction site ...

was described in the last issue, is being supplemented by further parts of the building. To the left of the hall is a narrow two-storey office and laboratory wing. This visually completes the diorama on the left-hand side and at the same time makes the view of the ensemble from the street more interesting. Finally, the scene is enriched by views into furnished washrooms. In the former laboratory on the upper floor, old cast iron radiators and remnants of the suspended ceiling can be seen. At the rear, the diorama is closed off to the left by a wall with an access gate. At the rear right, the so-called casting hall is adjoined by the furnace house, which contains the cupola furnace, the heart of the foundry.

On this side, a medium-height building was also needed as a backdrop for the area in front of the furnace house. Another hall could be used here, for example, to house the finishing shop where the castings are reworked. Initially, it was considered that this should have a typical shed roof to provide a visual contrast to the round-roofed halls. However, this would have the problem that, when depicted as a narrow bas-relief, only the shed gables could be shown. The absence of the long roof surfaces would be noticeable when the ensemble was viewed or photographed from the appropriate angle. The bas-relief would therefore have to be deep enough to prevent this effect from occurring or to make it negli-

ble. However, as there was no longer enough space on the side, the shed roof was simply rotated by 90° and only the steeper skylight side facing the other halls was depicted. This allowed the depth of the bas-relief to be limited to a compact 45 mm.

Office and laboratory wing

This part of the building is directly connected to the hall, and its construction and façade design are reminiscent of post-war industrial architecture – with an overhanging flat roof and a concrete skeleton structure whose load-bearing elements divide the façade. In between are brick window parapets with exposed masonry and window elements above.

The basic construction was created from milled 6.0 mm and 3.0 mm MDF elements. The thicker ones serve as the basis for the exterior wall, ceilings and partition walls, each with milled door and window openings. The thinner ones with the protruding parts of the concrete skeleton, such as supports and beams, were glued to the base walls. The concrete parts were painted with concrete-grey emulsion paint, while the exposed masonry was cut out of the embossed wall panels from Noch (57550) mentioned in the last issue and glued on. Ultimately, the stone mass of these wall panels determined the dimensional system of the entire building – just like the real thing. The dimensions of the window parapets are always a multiple of the stone mass in width and height. The height of the entire building was determined by the row of skylights in the adjacent hall, which should not be obscured. This resulted in a total height

of 150 mm, which fits well for a two-storey building with ceiling heights of 3.50 m in the prototype.

The washrooms, which are easily accessible from the production halls, are shown in the front part of the ground floor. In view of the dirty work in an iron foundry, this is an important part of the operation that should definitely be included in the diorama. Suitable textures for the tile backsplash on the wall and floor were downloaded from the internet, scaled to 1:50 and printed on sturdy paper (120 g). The washbasins are from the Schulcz architectural model range (www.schulcz.de). At the rear, accessible through a door from the hall, is a small office. It could also serve as a gatekeeper's lodge for the small side access gate behind it. As this is hardly visible and was probably completely cleared out before the demolition work began, only the linoleum floor was represented here using a printed texture. The same floor covering can also be found in the large laboratory room on the upper floor. In addition, the supporting structure of the suspended ceiling was replicated here with the aid of a single milled part, as were the cast iron radiators mounted below the windows. The window inserts are also made from CNC-milled plastic parts, consisting of an inner and outer window frame with a transparent pane glued between them, as already described in the last issue.

The tar paper roofing was replicated using fine, dark sandpaper (320 grit) cut into strips to match the prototype.

Behind the building wing, a double-wing gate system, created from CNC-milled parts, separates it from the street, as does a wall approxi-

mately 2.80 m high in the prototype, which was simply created from a 6.0 mm MDF board, 2.0 mm Finn cardboard strips and a wall panel from Noch.

The furnace house

The basic construction of the furnace house was relatively easy to build. It essentially consists of two side panels made of 3.0 mm MDF boards. For stability reasons, 13.0 mm blockboard was used for the rear wall, as well as for the ceiling between the cupola furnace and the furnace dust extraction system above it. The front was omitted so that the finished furnace could be inserted later. Finally, a cladding made of corrugated iron sheets from individual pieces of corrugated cardboard was attached, which were glued together with an overlap.

The insides were completely painted black and the visible areas were covered with wall panels. The outsides were given another layer of 2.0 mm Finnboard, which represents the protruding parts of the concrete support structure. The compartments in between were also covered with wall panels. The roof was made from a folded cardboard base plate with corrugated sheets glued on top. An opening was provided in the middle for the exhaust air chimney of the furnace dust extraction system. The construction is complemented by details such as doors and a steel external staircase made from milled plastic parts.

In the next issue, we will show the cupola furnace and other facilities.

Our partner page

New Hasli gravel extraction area

The Hasli gravel pit is located on a high terrace between Weiach and Fisibach. The extraction area covers 29.8 hectares and the extraction volume is 2.5 million cubic metres. More than 20 years have passed since the first contracts were signed. The design plan for the initial preliminary review was submitted

in 2020. Many issues had to be examined and clarified before the extraction permit was granted at the beginning of July 2025.

The topsoil and subsoil that is removed is temporarily stored on site and reused for recultivation. This will allow the crop rotation areas temporarily used for gravel extraction to be

recultivated to the same extent and to at least the same quality.

On 24 July, the first load of gravel left Hasli. As soon as there is enough volume for backfilling, the trucks will dump clean excavated material, load a load of raw gravel and dump it at the Weiacher Kies AG plant.

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New on the market

WSI / Nooteboom 1:50

WSI and Nooteboom recently presented a new version of the Manoovr low loader series with an excavator boom trough and ramps. Once the excavator has been driven onto the low loader, its boom can be lowered into the trough, reducing the transport height. As usual with this manufacturer, the model impresses with its many details and high metal content. The Manoovr low loaders from WSI were presented in detail in issue 1-2025. (cb)

Minitruck cancelled

Organiser Wouter Beerekamp has unfortunately had to announce the end of Minitruck after three editions. The reason for this is economic considerations, as 'steadily rising organi-

sational costs mean that continuing is no longer financially viable'. The organiser would like to thank all participants, whether exhibitors, dealers or visitors, for three wonderful exhibitions.

Galion vibratory drum compactors 1:50

Three rustic vibratory drum compactor models from the Galion 'Roll-O-Matic' brand by an unnamed manufacturer are available from US retailer DHS. In addition to a classic three-wheel vibratory drum compactor and a tandem vibratory drum compactor, the three-axle tandem vibratory drum compactor pictured here is particularly eye-catching. The models are 3D-printed, have smooth

surfaces and are impressively detailed. They are available as finished models or kits, with brass wire axle rods and wet decals. (dhsdiecast.com)

IMC / Mammoet 1:50

The Scania R Highline with loading crane and two-axle platform trailer has arrived in the Mammoet Shop. The model comes with extensive accessories and removable side panels, so that it can be set up true to life for various transport tasks. Small sling chains in a striking colour, a pallet fork and a crossbeam are also included. The trailer also has hydraulic hoses, as are usually found on tractor models. (cb)

News in brief

Volvo FL 4x4

Volvo is expanding its medium-duty truck segment with the Volvo FL 4x4, whereby the abbreviation 'FL' has always stood for compact and manoeuvrable trucks. The FL 4x4 is equipped with new front and rear axles and optimised axle ratios for all-wheel drive. Together with single tyres and generous ground clearance, the model meets the highest demands – not only in construction, but also for rescue organisations, fire brigades and utility companies. There are two cab variants to choose from: the day cab and the double cab for up to six people. A winch, bull bar, headlight guards and additional protection for the transfer case are available as accessories. (eu)

New dumpers from Cat

In addition to the two large 740 and 745 models, Caterpillar has redesigned its entire site-dump range. New engines and technological updates improve efficiency, sustainability and safety. The 725, 730, 730 EJ and 735 models are now powered by a Cat C13 engine with an engine output of between 257 and 316 kW. The engine complies with EU Stage V and US EPA Tier 4 Final emissions standards. This results in a 14% improvement in fuel efficiency for the 725, for example. The new dump trucks offer numerous assistance systems for the driver, such as a brake hold function and improved traction and retarder control. The weighing system has also been improved with more accurate measuring cells. A visual display informs the wheel loader or excavator when the payload has been reached. (up)

Seven axles!

Daimler Truck presented the Bonneux Xanjer 6RZ73 concrete pump with a reach of up to 73 m in Belgium. It is mounted on a Mercedes-Benz Arocs 4553K with seven running gear. The total weight of the concrete pump is 66 tonnes, the vehicle is 18 m long and designed for complex and demanding structures. The boom achieves its enormous reach thanks to six elements. The pump is operated via radio remote control. The crawler frame was adapted by Estepe, with five of the seven axles rods being steered. The chassis was designed for a total weight of 70 tonnes. (eu)

Sennebogen 830E Demolition

The short demolition boom for the two Sennebogen demolition excavators 830E and 870E was unveiled for the first time at Bauma 2025. The German construction company Stobau is now using the first 830E Demolition Vario Tool. Equipped with a full hydraulic quick coupler and a Montabert V3500 hydraulic hammer weighing almost 4.0 t, the demolition excavator dismantled the foundations of a supermarket. The boom, which can be adjusted to two positions, has a reach of 12.0 m and, with a 1.7 m³ backhoe bucket, a digging depth of 5.0 m. The Maxcab cab shell with height-adjustable cabin as standard ensures optimum visibility during work, thus providing a high level of safety and comfort for the construction machine operator. (up)

DAF for the army

DAF has received a follow-up order from the Belgian armed forces. The order follows an order for 888

units, which will be completed by the end of 2025. Now, 13 additional 8x8 vehicles are being ordered as PEVs (Protected Evacuation Vehicles). The first order included only nine of these. The protected evacuation vehicles are used to evacuate broken-down vehicles from the front line and transport them to the rear for repair. The protected DAF 8x8s are being built in close cooperation with Tatra, which means they also feature a central tube frame that offers outstanding off-road capability. They are powered by the well-known MX-13 engine, which delivers 460 hp. In addition to the DAF tractor units, there will be an equal number of three-axle semi trailers from Broshuis, which will also be delivered by DAF. (eu)

Komatsu 930E Power Agnostic

Together with mining operator Boliden, Komatsu has put the first dump truck in its Power Agnostic series into operation. The 930E has a payload of 290 tonnes and is equipped with a diesel-electric drive system including a current collector. The open-pit dump truck has been in operation since April 2025 at Boliden's Aitik copper mine in Gällivare, Sweden.

It made its debut at Minexpo 2024 in Las Vegas, where it received much acclaim for its modular design. The base machine is equipped with a diesel-electric drive. As Aitik has already installed an overhead line in the open-cast mine, the dump truck is additionally equipped with a pantograph. This means that the truck only needs the diesel engine to drive from the end of the power line to the excavator or tipping point. At a later date, the 930E can be easily converted to pure battery operation or fuel cell propulsion. (up)