Laster & Bagger

Laster & Bagger

Fr. 15.50 / € 13.50 (D), € 14.50 (andere Länder)

...ion ...r lasterundbagger.net

...usgabe 1-2026

Modelle von Lastwagen, Baumaschinen u...

Mit Wettbewerb

Bymo 1:50

O&K RH200

Eigenbau 1:50

Scania 143M St...

English text

NZG 1:50
Yanmar V8e und V7

Sammlerportrait
Christophe Bigler

Conrad 1:50 Kleemann
Mobirex MR 100 Neo

4 191830 313500 01

Editorial

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

The Miracle of Bern

The final of the 1954 World Cup went down in German sporting history as 'the Miracle of Bern'. On 4 July, the team from the fledgling Federal Republic of Germany came back from 2-0 down to beat favourites Hungary 3-2 and become world champions nine years after the end of the Second World War. The venue was the Wankdorf Stadium in Bern, and the wet weather and a decision on equipment during the break played a not insignificant part in this.

Laster & Bagger is known to be produced just outside Bern, and today I too can report a 'miracle': a price increase for subscriptions and single issues seemed inevitable for the new year 2026. But then the subscribers performed a miracle! Many generously rounded up their subscription amounts, making it possible to maintain the current prices.

This is incredibly motivating and shows how strongly you feel connected to the magazine and what an important role Laster & Bagger plays in your hobby.

I particularly like the social aspect, because collectors who can afford it are making donations. In doing so, they also enable many others to read the magazine because it does not become more expensive.

For this, they deserve a huge and heartfelt thank you! We collectors of construction machinery and lorry models form a small but fine worldwide family, and it is a great pleasure to be able to contribute something to our hobby in the form of a magazine.

We will only find out some of what the new model year will bring in the coming weeks. Some manufacturers are still working on the new products announced last year. So it remains exciting and we are looking forward to plenty of surprises in 2026!

I wish you all joy, fun and, of course, good health in 2026! Warm regards,

Daniel Wietlisbach

Laster & Bagger online:

www.lasterundbagger.net
www.facebook.com/lasterundbagger
www.youtube.com/lasterbagger

Christophe Bigler collects on all scales

American trucks

by Daniel Wietlisbach

Christophe Bigler is interested in everything from the North American continent, especially trucks, of course. For a few years now, he has even owned an original, in addition to an impressive model collection ...

Christophe Bigler was born in 1980 as an only child near Geneva, where he still lives today. His father worked for the Swiss airline Swissair (now Swiss) and his mother was a housewife from the time he was born. Due to his father‘s job, the family lived in Belgium for four years and in Hong Kong for two years, where Christophe attended French schools. When he was nine years old, the family returned.

When he visited his father at his office at Geneva Airport, he could wave to the pilots in the cockpit. The Boeing 747s came particularly close, which is why the collector is still enthusiastic about these large aircraft and aviation in general today.

Christophe‘s enthusiasm for large trucks was passed on to him by his mother‘s brother. His uncle lived in France and owned several old vehicles, including a Dodge 6x6 and a GMC 6x6 from the US Army, both of which remained in Europe after the Second World War. The Dodge was equipped with a winch and the GMC with a fixed crane. His uncle bought them out of enthusiasm and used them in his tree cultivation business, for example to clear old trees, but also for transport. However, he was not a collector and only maintained the vehicles to the extent that they remained operational. They ran reliably and were the first trucks Christophe drove at the age of eight, with his uncle sitting next to him. They used them to run errands in town, for example, and for leisurely drives they took the slightly more manoeuvrable Willy‘s Jeep – driven by young Christophe. His uncle was ‘a god’ to him, as he recalls. He could share all his ‘nonsense’ with him and they had a lot of fun together. He spent numerous weekends and holidays with him in France. And when his uncle visited the family, it was always a celebration for Christophe. The army vehicles only recently found new owners after his uncle passed away. The ‘truck gene’, if there is such a thing, was thus firmly anchored in Christophe‘s DNA. However, his enthusiasm for the USA spilled over from his ‘godfather’ (godfather), who was a good friend of his father‘s, listened to country music and wore cowboy boots.

There is a third reason for Christophe‘s passion, an experience that deeply moved him at the age of eight. The family visited New York, where they encountered a whole convoy of large trucks waiting to be unloaded in front of a large warehouse. Christophe stood there, impressed and amazed, until he was finally lifted into the cab by a burly driver and allowed to look around. It was a breathtaking experience: the size of the cab, the luxurious fittings, even a shower. At that moment, the young fan vowed: ‘Someday in my life, I‘m going to drive one of these!’

On the flight to New York, there was another experience that, in retrospect, appears in a new light. Because his father worked for the airline, Christophe was allowed to play with his cars on the floor of the cockpit – something that is hardly imaginable today. He was accompanied by Samantha, a classmate who happened to be on the same plane with her family. The classmate‘s mother also worked for Swissair, but the children‘s parents did not know each other.

As adults, Samantha and Christophe met again – with years of life experience under their belts – and have been a couple for almost seven years.

Education

Christophe did not particularly like school, but he was not a bad student,

and he had two dream jobs: pilot or lorry driver. However, as he wore glasses, he couldn‘t become a pilot, so from the age of 13 he focused on becoming a chauffeur. Unfortunately, his father didn‘t approve of his son‘s career aspirations; for him, only ‘doctor’ or ‘lawyer’ were professions that would get you ahead in life. He wanted to prepare his son for a challenging life, as he himself had experienced.

Fortunately, his mother supported Christophe‘s passion, allowing him to pursue his interests – as did his uncle in France, of course. While travelling with his mother, they came across a real US truck at a motorway service station. The tractor belonged to André Corboz, and Christophe sought out the driver to talk to him. The driver gave the boy a ruler with the company logo on it and handed him his card with the promise that he could ride along with him one day – a dream come true for Christophe.

Although his mother supported his dreams, she also feared that he would have a hard life as a driver. That‘s why she advised him to attend secondary school first and aim for a high school diploma. After that, he could still drive trucks, but at least he would have ‘a piece of paper in his pocket’. Christophe was able to accept this well-intentioned compromise, and even when it came to studying, he found a way for himself. He was good with children, was popular in the neighbourhood for babysitting, and therefore attended a school to learn more about the teaching profession. When he heard about the 14 weeks of holidays per year, his mind was made up, because he could ‘spend those three months wonderfully as a driver’! So he decided to study at the PH (University of Education).

While still at secondary school, Christophe was 19 years old when he had to say goodbye to his father, who died shortly after his retirement.

Before he could begin his studies, he had to attend recruit school, where he was determined to become a driver. During the assignment process, he expressed this desire so consistently that he was ultimately accepted due to his exceptional ‘motivation.’ Thanks to his army driving licence, he only had to pass a theory test to obtain his civilian licence.

Teacher and chauffeur

Christophe ended up working as a teacher for 20 years – and, as planned, as a chauffeur during the holidays. He drove for ‘Planzer’ and ‘von Bergen’ and realised that the work was very hard, stressful and, ultimately, not even appreciated by the customers. For him, however, driving should be a hobby and fun, for two to three weeks a year, as stress-free as possible. There were conflicts with superiors who demanded more and expected him to break the law in order to achieve his goals. Nevertheless, he spent his holidays as a chauffeur for several years.

At the same time, Christophe loved his job as a Year 1 and Year 2 teacher, as he emphasises, ‘not just 100%, but 1000%!’. His passion for American trucks was evident in the classroom through posters, and his pupils gave him drawings of trucks, which he still keeps today. When the Coca-Cola truck came to the community during Advent, he visited the event with his class, and of course everyone was allowed to sit in the seat of the cab. Christophe enjoyed teaching in a practical way and wanted to enable learning through experience rather than pressure to perform. He was very popular – with both the children and their parents.

Then there was a change in the school management, and he was given guidelines and increasingly felt like he was ‘swimming against the tide’. Christophe began to look for other jobs, and when the opportunity arose, he reduced his workload to 80% and later to 40%. In his free time, he started working for a private breakdown service, later as a school bus driver and for a transport company. A year ago, he finally gave up teaching because he no longer wanted to support the school system.

To secure his retirement, he started his own company and now drives for transport companies he has known for a long time. He is very happy with his new life – and his work. He can manage his own time and has more requests for driving than he can accept.

The collector

Christophe Bigler (45) graduated from the PH (University of Education) and worked as a teacher for 20 years. He then gradually became a self-employed chauffeur. He is interested in everything to do with the North American continent and is passionate about flying. In addition to truck models, he also collects aircraft models in various scales and accompanies his partner Samantha Kienast on her international flights as a flight attendant whenever he can. He also enjoys playing the piano. He lives near Geneva.

There are interesting parallels in the professional career of his partner, Samantha Kienast. She was also a teacher and pursued her second career as a flight attendant in her spare time. Today, she works full-time as a flight attendant, having done so for a total of 26 years.

Hobby

At the age of eight, Christophe was given his first model truck: on a trip from Belgium, he discovered a display case full of 1:87 scale Wiking vehicles at a rest stop. He received a Mercedes-Benz SK with a cattle transport body and trailer, which of course is still in his collection today. He was subsequently given more models, but for a long time the collection did not grow beyond a few wooden shelves in his room.

It was only after Christophe came of age that the collection began to grow into what it is today: a small museum with truck models and all kinds of accessories related to North America and show trucks. As already mentioned, he was supported by his mother. She visited transport companies that interested the boy and even drove to Le Mans for a weekend to see the famous truck race, the most important event for enthusiasts in France. With her, he also discovered Setec HTM, which remains his favourite specialist retailer to this day. He didn‘t always get models for his birthday or Christmas, but whenever they were available, as the strictly limited editions meant there was never any waiting around. His father even accompanied him to one of the first truck festivals in Interlaken after his mother had put in a good word for him.

Show trucks take up a large part of the display cases, and very often all the models from the same company are displayed together. The best-known example is the extra-long Finnish truck and trailer from Juha Ristimaa. Less well known are the trucks of the French restaurant chain ‘Buffalo Grill’. This company used to own six elaborately painted tractors and several American tractor units. Eligor was the chain‘s supplier and produced beautiful 1:43 scale models of the trucks. The restaurant company still exists today, but now the trucks are all red.

In addition to the models, there are often company accessories, key rings, pins or other gift items. Most of the items have a story behind them, explaining how they came to be part of the collection. Very often, there is a personal encounter with a driver behind it – or a visit to the company. Christophe is interested in the background and also in where old vehicles were sold and what happened to them.

Truck in 1:1

Christophe used to be a regular visitor to fairgrounds. However, he was not interested in the amusement rides, but in the US trucks that the showmen liked to use to attract attention as they arrived. The collector photographed them and thus came into contact with the owners. Today, he can no longer remember exactly why he expressed his interest in buying a Peterbilt 377 to its owner; it was probably his childhood dream that was still dormant within him.

Three weeks later, he received a phone call informing him that the 1994 two-axle tractor was for sale. The news made him very excited, but he also asked himself: ‘Why buy something I‘ll never be able to use?’ The ‘Pete’ already had over a million kilometres on the clock. On the other hand, it was an ideal ‘hobby truck’, almost as easy to drive as a car, manoeuvrable and short. His mother advised him – in view of his father‘s early death – to make his dream come true now.

Lacking his own experience, Christophe asked a driver friend to take it for a test drive – whose verdict was positive. The truck‘s complete history and direct import from a reputable dealer were also factors in favour of the purchase. So the truck finally changed hands. Today, it stands in Christophe‘s garage, which was built specifically for it in 2023/2024.

The attic of the garage houses the beautiful collection, as well as a bar with a view of the Peterbilt 377. Approximately 3,500 models are displayed in 15 free-standing and numerous wall display cases. The models are available in all known scales, 1:87, 1:50, 1:43 and 1:18, but also in exotic sizes such as 1:52, 1:48 and as toys without an exact scale. A separate display case shows fire engine models and one corner is dedicated to aeroplanes, which he collects in all common scales from 1:100 to 1:500.

He buys his models not only from his specialist dealer, but from all over the world, wherever he happens to be. He uses Google Maps to search for model shops and visits them in the hope of finding a model that is still missing from his collection. He also has a good network of contacts via internet forums and friends, so he finds out in good time which models are coming out. He particularly likes elaborately painted models – airbrushed in the original – because looking at these works of art ‘encourages him to go on inner journeys and stimulates his imagination.’

Remo's Old Iron

by Remo Stoll

Now at the end of its career, this excavator from the early 1980s still gets to work occasionally at a transhipment point, loading trucks. Weighing around 22 tonnes, it plays in a very popular weight class and was therefore once a common sight and widely used. The manufacturer is still known today for its excavators and crawler cranes.

Recognise the machine? Send us the exact name by 10 February 2026. 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 the models.

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

This time, you can win the Bomag BM 2000/65 cold milling machine, the DAF XG+ with 'Getra' curtain-sided trailer from Cavallino, and the Yanmar V8e from NZG featured in this issue.

Solution from Laster & Bagger 6-2025

The four-axle tipper was a MAN F8 30.281. Among the correct answers, the winners were chosen by lottery: Jürgen Precht won the Kobelco SK270S-RLC-7 from Conrad, Marc Maly won the Hamm HC 119 roller, and Alexander Renner won the brand-new DAF XG+ with Kraker push floor trailer from Cavallino.

We would like to congratulate all the winners!

Laster & Bagger

Imprint

Laster & Bagger
Webergutstrasse 5
CH-3052 Zollikofen
+41 (0)78 601 74 44
www.lasterundbagger.net
redaktion@lasterundbagger.net

Redaktion Daniel Wietlisbach (dw)

Ständige freie Mitarbeiter
Carsten Bengs (cb), Tom Blase, Ulf Böge, Robert Bretscher, Markus Lindner, Urs Peyer (up), Wilfried Schreiber, Remo Stoll, René Tanner, Erich Urweider (eu), Yemima Urweider (yu), Thomas Wilk (tw), Hans Witte (hw)

Druck D+L Printpartner GmbH, D-46395 Bocholt

English translation
AI generated by deepl.com

Erscheinungsweise / Bezug
Laster & Bagger erscheint alle zwei Monate – 6 Ausgaben pro Jahr. Bezug über Abonnemente, den Fachhandel und Bahnhofbuchhandel.

Das Jahresabo kostet CHF 84.– / € 74.– (Deutschland) / € 77.– (übrige Länder). Die Rechnungsstellung erfolgt für ein Jahr. Schriftliche Kündigung spätestens acht Wochen vor Ablauf des Abonnements, ansonsten erfolgt automatische Verlängerung für ein weiteres Bezugsjahr. Preis Einzelheft CHF 15.50 / € 13.50 (Deutschland) / € 14.50 (übrige Länder).

Bankverbindung
Schweiz: PC-Konto IBAN CH83 0900 0000 6015 5685 9
Deutschland: Postbank Leipzig, BLZ 860 100 90
IBAN DE86 8601 0090 0332 3049 03

ISSN 2504-0405

New edition of a classic from Bymo

O&K RH200

by Daniel Wietlisbach

Bymo is reissuing the Terex O&K RH340 model and offering it in two versions: as the Bucyrus RH340B and, in response to numerous requests from collectors, in the O&K colours as the RH200. The red colour still has many fans, and O&K, as a manufacturer of large excavators, has cult status anyway …

We too have succumbed to temptation and finally opted for the red excavator as our sample model. With a little imagination and a wink, this version can even be explained: the original was actually designed entirely by O&K and would have been released exactly as the model if it hadn‘t been for the takeover by Terex.

When the model first appeared in 2007, it represented a milestone in model implementation. The fact that it can still compete with the competition after almost 20 years confirms the assessment made at the time.

The heavy model is delivered in a cardboard box between two polystyrene shells and comes fully assembled to the collector. Our sample survived transport unscathed and passed the main dimensions check without criticism; it is a true-to-scale reduction of the fictional RH200 (Terex O&K RH340). The silk matt finish may appear a little dark depending on the lighting, but it easily reveals its luminosity in illuminated display cases.

The giant excavator is supported by two crawler tracks that are 1.40 metres wide and over nine metres long. They are true to the original and made almost entirely of metal; only the drive sprocket housings are made of finely engraved plastic parts, which even feature the O&K diamond in the centre. The idler is spring-actuated and both the two support rollers and the nine bottom rollers are mounted on swivel bearings.

The main components of the enormous upper structure are made of metal and are complemented by numerous finely crafted plastic details. These include the rotating crane with a movable boom on the service deck and the blue vice for small repairs right next to it. The nickel silver etched tread plates, catwalks and steps look very nice. What could be ordered as an extra on the original is included as a bonus for model collectors: the retractable access ladder.

Through the door in the side panel, you can see the detailed replica Cummins 12-cylinder engines with a total of 2520 hp. Through the fan guard at the rear, you can see the two large cooling fans for the engines and, on the right-hand side, the four slightly smaller ones for the hydraulic oil cooling system. Four exhaust units and the fire extinguishing system complete the deck.

The cab is made of a single piece of cast metal and features a complete, multi-coloured cab interior and precisely fitted windows, all of which correctly reproduce the rubber seals. The drivers seat, the two joysticks and the tower of the electronic BCS on-board control system invite you to take a seat – but due to a lack of training, we take the auxiliary seat behind the driver. At the rear of the cab shell is a no smoking sign and a fire extinguisher right next to it; work lights and rear-view mirrors have not been forgotten either.

The boom and stick are made of cast metal U-profiles, which have been closed from below with precisely fitting parts. At the top, the boom is equipped with the maintenance-friendly control block and a large number of consistently free-standing hydraulic lines; it is a pleasure to follow the lines from the upper structure to the hydraulic cylinders. The same applies to the new cylinders themselves, which are now able to hold the attachment in any position without

the need for additional aids. The pins in the pivot points are either covered by detailed parts or coloured red. The bucket consists of a finely engraved cast metal part and reproduces the cutting edge, wear plates and teeth in detail.

The colouring and printing are impeccably executed. As mentioned, the model has also been released in Bucyrus colours as the RH340B, also with high or low bucket equipment. A new edition as a white Terex O&K RH340 was not produced in order not to diminish the collector's value of the earlier model. And the Cat fans? After all, the Bucyrus was developed into the Cat 6050. For them, there will be an unpainted kit from which skilled model builders can build any version; however, for licensing reasons, no decals will be included.

Incidentally, the entire series was already pre-ordered and sold out before the container with the models reached the mainland. The manufacturer is therefore planning a new edition of all versions for the autumn.

The story of a German bestseller

O&K RH200

by Urs Peyer

After the flop with the RH300 open-cast mining excavator, of which only two units were sold, O&K presented the RH200 with an operating weight of 440 tonnes at Bauma 1989; it became a big seller ...

Two Cummins KTA 38C-1200 diesel engines, each with a displacement of 38 litres and a combined engine output of 1770 kW or 2400 hp, provided sufficient power. Even during Bauma, it was clear that the English company Budge Mining would take delivery of the first RH200. Richard and Tony Budge were big fans of O&K, having already used the prototype of the highly successful RH120C in 1983. By 1997, O&K had delivered a total of 24 RH120C units to the British open-cast mining company.

The RH200 was first deployed at the West Chevington open-cast coal mine in Northumberland. With a folding bucket capacity of 21.0 m^3 the new large excavator loaded a fleet of Caterpillar 789 dump trucks, also new, with a loading volume of 177 tonnes. Budge was so impressed with the RH200's loading capacity that they ordered a second excavator after only eight months. This excavator was given the serial number 7 and worked at the Tinsley Park open-cast mine in Sheffield. RH200 No. 2 excavated overburden in a coal mine in Queensland, while No. 3 was equipped with a 14.0 m^3 bucket and was used in an iron ore open-cast mine in Western Australia. The RH200 was a huge success for O&K, with 30 units sold in the first four years. The largest customer was Australia with 13 units. The Argyle Diamond Mine in the far north of Western Australia operated a total of eight RH200s. The first two arrived in the early 1990s and were equipped with 19.0 m^3 heavy-duty rock buckets. They loaded Caterpillar 785 dump trucks with a capacity of 136 tonnes in just four loading cycles in 90 seconds! By 1996, the operating weight of the RH200 had increased to 480 tonnes for the front shovel and 483 tonnes for the low bucket. The standard folding bucket had a capacity of 30.5 m^3, while the backhoe bucket had a capacity of 26.0 m^3. The drive power of the two engines remained at 1770 kW.

On 1 April 1998, O&K sold its heavy hydraulic excavator production for open-cast mining to the US group Terex. The red machines tur-

ned white and the O&K logo was supplemented by Terex. At the turn of the millennium, a trend towards even larger excavators and dumpers emerged in open-cast mining. Terex/O&K responded with the RH340, a kind of ME version of the proven RH200 with a bucket capacity of 34.0 m3. However, this proved to be a slow seller. It was the B version that really took off. The monster excavator with an operating weight of 560 tonnes and 3000 hp was a real best-seller for Terex/O&K.

In 2004, the 100th RH200 rolled off the production line in Germany. On 19 February 2010, Bucyrus International took over the entire open-cast mining division of Terex. The colour changed from white to white/burgundy and the RH200 gained even more power. The operating weight was now 525 t for the front shovel and 534 t for the low bucket. The size of the standard bucket was 28.0 m^3 for both versions. Two 12-cylinder Cummins K 1500-E diesel engines, each with a displacement of 38 litres and a combined engine output of 1880 kW or 2400 hp, provided sufficient power.

In autumn 2010, Bucyrus announced that it would replace the RH designation. However, this did not happen because Caterpillar took over the company at the end of 2010. The takeover was finalised on 8 July 2011, making the RH designations history and turning the RH200 into the 6050. The following excavators from the original O&K line-up are currently still available: 6030 (RH120), 6040 (RH170) and 6060 (RH340B).

In 2011, Budge Mining sold the first RH200 with 64,000 hours on the clock (availability was 98%) to a mine in Mexico. With a total of 172 units sold, the RH200 is the best-selling large excavator in the 500-tonne class.

Tom's driving log

by Tom Blase

White turns red – or my very personal reason for resigning.

Some of you may have heard this sentence before: 'If you give me a truck like that, I'll resign immediately!' It was similar for me, but I didn't wait until the truck they had in mind for me was parked in the yard – I left immediately ...

I had actually been dissatisfied with my first driver position for quite some time and was getting into arguments with my boss more and more often. During this phase, my current senior boss Erich also hinted in various conversations that he would be interested in me as a new employee...

I was quite happy with my white Volvo F10, but my route was not going to remain the same for much longer. This wasn't a problem for Thorsten, my boss. He went behind my back and got something 'new and really great' (or so he thought). It was a Mercedes LK 1324 with a swallow's nest, which was to be used as a car transporter for the Kuhnwaldt haulage company. I was angry because he hadn't discussed it with me beforehand, and I didn't hesitate for long. Without further ado, I wrote my resignation letter and sought a final, clarifying conversation. Thorsten was confident of victory and grinned: 'Tom, what are you going to do if I don't want to give you anything else?' I handed him an envelope with a smile and replied, 'Quit,' turned around and left the company.

On the way, I met Erich and asked, 'Do you need another driver?' He hired me on the spot, and that same day I moved my personal belongings from the white F10 to the red F16.

My father and my uncle Werner lasted a little longer in their LP 1113, which they drove on behalf of the Strasser company. My father liked to tell the story of when they drove eight Mercedes 'tailfin' cars to the Leipzig Trade Fair in the former GDR. When loading up in Stuttgart, they were given several large blankets in addition to the eight vehicles. These were to be used to cover the cars on their way through the GDR. They were also advised to remove the price tags from the 'tailfin' cars. They feared difficulties because at that time a Wartburg was 3,000 (East) marks more expensive than the Mercedes on display.

Another funny episode was when a colleague asked them why they only ever loaded seven BMW 1500s – eight of the BMWs would fit on his identical trailer. The two Werners looked at him questioningly, but the colleague offered his help by using a rubber mallet to make two large dents in the rear wall of the LP 1113's cabin. The bumpers of the first car fit exactly into these dents, enabling eight BMW 1500s to be transported on the car transporter from Mainz.

Heavy Scandinavian truck by Patrick Kyburz

Scania 143M Streamline

by Daniel Wietlisbach

This is not the first time we have featured a model with Lamprecht lettering. Following René Tanner's Scania 141 in issue 6-2021, we now present Patrick Kyburz's 143M, for which he built the trailer himself from scratch ...

The Basel-based transport and freight forwarding company Lamprecht Transport AG relied on self-drive vehicles and was active in Scandinavian transport. Adolf Lamprecht founded the company after the Second World War, and today it has six branches in Switzerland, nine in the USA and three subsidiaries.

The first order in 1945 was to transport 90 tonnes of fresh fish from Denmark to Switzerland. From 1955 onwards, the company turned its attention to transit traffic between Italy and Germany and took on orders in other Western European countries, which is why a branch was eventually opened in Singen, Germany. This was followed in 1965 by bases in Geneva and the United States (American Lamprecht Transport Inc.).

Today, the company transports all kinds of goods worldwide, relying on trucks and combined transport. In 2018, it opened its own logistics centre in Pratteln. The owner-managed Swiss logistics company has been run by Jenny Vargas-Lamprecht, the fourth generation of the family, since 2020 and employs over 300 people.

Like other small transport companies, HP Schild Münchenstein was one of the pioneers in Scandinavian transport, starting in the 1960s and remaining active until the 1990s. The first trucks were Volvo F88s, followed by F89s, Scania 140s and the successor series. There were two identical 143M vehicles, one of which was driven by the boss himself.

European Road Transport (ERT)

ERT was a Swedish transport company that specialised in Europe-wide trailer transport from its locations in Scandinavia and collaborated with various transport companies. It operated its own network of agents and partners in various European countries. In 1979, ERT was taken over by ASG, but remained a separate company within ASG. It continued to operate as a subsidiary with its own network of representatives, which was primarily used to handle international road freight business. Towards the mid-1990s, the whole thing was reorganised: in 1994, ASG merged its land-based transport operations with its subsidiary ERT, creating a new company called 'ASG European Road Transport' (ASG-ERT). ERT thus became wholly owned by ASG; ASG itself was taken over by the Swiss logistics company Danzas in 1999, which in turn was bought by Deutsche Post in the same year and later integrated into DHL.

Scania 143M Streamline

When Scania introduced the 3 series in 1987, the 143M was the centre of attention. The cab looked like a solid block with clean lines and an upright front. The design was both simple and elegant – and conveyed robustness and power. Under the cab shell was a 14.18-litre V8 engine, available in power ratings from 430 to 470 hp. Mechanical injection ensured immediate power delivery, and the unmistakable throaty growl was already a trademark back then.

But while the first 143M generation with its angular presence fit perfectly into the late 1980s, the requirements in the transport industry were changing rapidly. High fuel prices, stricter emission regulations and increasing international competition forced manufacturers to think beyond pure engine power. Efficiency, noise comfort and aerodynamic optimisation became the focus.

Scania responded in 1991 with the Streamline: the angular silhouette became more rounded, and the transitions between the cab shell, spoilers and sunvisor flowed into one another. Indicators and daytime running lights were now positioned above the headlights instead of next to them, and the steps were covered by the doors. The aerodynamically optimised front edges in particular gave the truck a surprisingly modern look.

Scania spoke at the time of a reduction in fuel consumption of up to eight per cent – figures that were a compelling argument for haulage companies in the early 1990s. The revised V8 now delivered up to 500 hp and a torque of around 2,100 Newton metres, providing impressive, confident acceleration from a standing start. The injection nozzles, pistons and entire exhaust system were redesigned so that the engine retained its characteristic sound but ran noticeably more smoothly. In addition, the modernised GRS gear boxes shifted more precisely, ran more quietly and were even more durable thanks to improved cooling.

The crawler frame also made a significant leap forward. Larger stabilisers, more refined air suspension and optimised steering ensured that the 143M Streamline drove even more smoothly on the motorway than its predecessor.

For the first time, the Streamline interior felt like a real living and working space. New insulation mats reduced background noise, ergonomic seats relieved back strain, and the redesigned instrument panel gave a tidy impression. The large Highline cabins also offered a level of comfort that was by no means standard in long-distance transport at the time and caused quite a stir among drivers.

Model making

There is a personal story behind the model of the mighty truck and trailer from the company HP. The blade in Münchenstein. Driver Martin 'Tinu' Laville drove for the Swiss company in Scandinavia for many years and later moved to 'F. Murpf'. Model builder Patrick Kyburz accompanied Martin Laville on his first tours with the refrigerated logistics company, and a friendship developed in the course of which Patrick was given the photo of the Scania 143M as a gift. Tinu now works as a driver for Sigg Lenzburg.

After a long time, Patrick discovered the photograph of the truck in his album. At the same time, he had a Streamline from WSI on his workbench, and so the decision to build a replica gradually took shape.

The Scania chassis came from Tekno, but was sawn several times and stretched with brass U-profiles. A subframe was created from the same profiles and glued to the chassis. Cross struts made of plastic profiles provide sufficient stability. At the same time, the add-on parts were improved, for example by adding hinges and locks to the large storage box.

The impressive trailer is from Schelling, and only the wheel mount and turntable from a Tekno model could be used for the chassis. They were sawn out and glued directly onto the wooden block from below, which forms the core of the tarpaulin structure. A complete DIY project was necessary here because there are no standard 1:50 jumbo trailers. The wheels come from the Tekno range of individual parts. The picture of the turntable also shows a high proportion of DIY work; the actual drawbar was made from a round profile.

The tarpaulin structure with a wooden core, which has already been mentioned several times here, can be explained very well with the help of the photos. Patrick had the wooden core milled by a carpenter friend of his, which was certainly worthwhile given the precision required. Of course, this cannot be done without planning, because first the thickness of the side shutters and tarpaulins, which consist of several layers, had to be calculated. The building materials were plastic profiles from Evergreen in various shapes and sizes. Plates form the basis for the structure, flat profiles represent the shutters, round profiles the hinges and rectangular profiles form the tarpaulin frame. Both chassis with the superstructures were then sprayed blue.

To ensure that the tarpaulin – as can be clearly seen in the reference photo – 'bulges' (protrudes outwards) in the lower area, as in the original, moistened Kleenex tissues were crumpled up and glued directly to the sides of the tarpaulin frames, and stiffened by repeatedly soaking them in diluted white glue. The tarpaulin itself is made of patiently and carefully shaped copy paper, with a separately cut sheet for each side. After several coats of paint, the paper structure disappeared and the decals could be applied, followed by the vertical customs seal made of narrow adhesive strips.

The model was finally given a subtle weathered look by washing the chassis and superstructure with black paint. Finally, the self-made side position lights were glued in place.

Compact loaders from NZG in 1:50 scale

Yanmar V8e and V7

by Daniel Wietlisbach

The V8e from Yanmar has an electronically controlled drive. The V7 offers comparable performance data with a classic diesel drive. NZG builds the identical models ...

With a standard battery capacity of 39.9 kWh, the V8e enables up to 3.1 hours of continuous operation, while the optional capacity of 53.2 kWh increases the running time to 4.2 hours. Its silent and emission-free operation makes the V8e ideal for use on urban construction sites. With a bucket capacity of 0.8 to 1.2 m^3 and a load capacity of up to 1.80 t on the pallet fork, the V8e offers a wide range of possible applications. Its lifting height of up to 3.02 m enables efficient loading of trucks. The V7 is the diesel version with comparable performance characteristics. The four-cylinder engine from our own production delivers 35.5 kW (48.3 hp) and complies with EU Stage V and EPA Tier 4 emissions regulations.

Model by NZG

As the V8e and V7 differ only in their lettering, NZG was able to produce both at the same time. They are delivered in compact cardboard boxes and well protected between two polystyrene shells. The models are immediately 'ready for use' and, thanks to their high metal content, feel pleasantly heavy in the hand; the high level of detail is also striking. The models are true to scale; the only compromises made during production are in the steering angle and dump height, but both can still be described as 'satisfactory'.

The finely engraved rims fit very precisely into the rubber tyres, which have a profile that is true to the original. The mold of the hood, which conceals the batteries in the V8e, is excellently rendered, and the very fine fly screens of the radiator openings on the original are depicted as recessed black areas. The rear lights are individually inserted into the bumper and painted in exactly three colours; the brand logo is raised and coloured silver. The cab can be accessed from both sides via two individually mounted and finely engraved steps.

The cab is also made of metal, and the precisely fitted, slightly tinted windows allow the prototypically detailed black cab interior to be viewed in every detail. Rubber seals, handles and locks are integrated into the glazing and coloured black. The handrails are free-standing and part of the metal frame, while the rear-view mirror, antenna and rotating beacon are made of plastic and mounted separately; the super-fine etched windschield whipper are highly effective.

A special feature of this compact loader is the articulated pendulum joint, which ensures exceptional off-road capability – an alternative to the pendulum rear axle commonly found on wheel loaders. Unfortunately, for stability reasons, this detail could not be implemented on the models, but the articulated steering with hydraulic cylinder and drive shaft is correctly represented.

The front frame is precisely engraved and the lifting frame has been reproduced in a delicate and functional manner. The functioning parallel kinematics, which ensure that the position of the bucket remains unchanged during lifting and lowering, are particularly impressive. Hydraulic hoses made of flexible rubber are replicated up to the quick coupler, and the faithfully reproduced cylinders further contribute to the authenticity. The practically invisible pins and hollow rivets at the joints do not detract from the overall successful appearance. The bucket consists of a finely engraved metal casting with seven teeth and can even be removed by loosening four small Phillips screws.

The colour scheme is impeccably executed and the lettering on the models is flawless, which is particularly striking in the print below the cab on the V8e.

Classic with history from DM in 1:50

Cat 587T

by Daniel Wietlisbach

The model of the Caterpillar 587T pipe layer has been newly added to the classic series by Diecast Masters – bringing it back into our consciousness ...

After Diecast Masters presented the Caterpillar PL87 as a prototype at an Asian trade fair in May 2025, the model of the 587T was sent into something like early retirement. At DM, this means out of the tin box and into the cardboard box – remember: only models of current Caterpillar machines are offered in the tin box; most older models are still available in the 'Core Classics' series, but have to be placed in more traditional cardboard packaging with a window and plastic inserts. Later, they will probably disappear completely from the manufacturer's range.

This process brought a model into focus that we had hardly noticed before – unjustifiably, as we realised on closer inspection. The model was introduced by Norscot in 2010 and surprised us with a design that we were not used to seeing from this manufacturer. Not least because of this, it was revived by Diecast Masters in 2015, given black warning stripes on the counterweights and Bob was used in the cab shell. Unfortunately, however, the adjustability of the hook fell victim to the new edition: it is factory-set in the uppermost position, even though the rope drum can still be moved. At least skilled model builders should be able to wind on enough new rope and reposition the hook.

The original pipe layer is based on the D8 Dozer and, with an operating weight of over 53 tonnes, is an impressive machine. It has a remarkable lifting capacity of 91,625 tonnes and the built-in six-cylinder C15 Acert engine delivers 394 hp (294 kW). The 587T was the largest pipe layer in Caterpillar's range and was replaced in 2013 by the PL87, which is also based on the D8. In its basic configuration, the machine was only equipped with rollover protection; a closed cab had to be ordered separately.

The model is very heavy and impresses at first glance with its successful proportions; it has been reproduced to scale. The chassis frames are correctly engraved and feature one support roller and nine bottom rollers, while the continuous bottom roller guard extends down to the track shoes, which looks somewhat unusual. The metal tracks, made up of individual links, are delicately crafted and run smoothly despite the suspension of the front idler. The boom is well made and has been correctly mounted on the chassis frame. Thanks to the brass rollers and thin rope used, it lowers automatically under its empty wieght when the drum is moved. This makes it all the more unfortunate that the hook cannot be operated. The winch housings are finely engraved and can be rotated to operate the drums – a clever idea that does not require a key.

The counterweight kinematics function true to the original via two hydraulic cylinders. The counterweight plates are grouped into two sets of seven. The side-closed hood correctly reproduces all the important joints, edges, locks, handles and screw connections. The headlamp and all handrails are made of plastic, but do not appear oversized.

This also applies to the ladder and safety railings on the cab. The cab shell has been well reproduced, the glazing is backed, but fits exactly into the roof. Not much of the detailed cab interior can be seen due to the black colour, but Bob's safety clothing is all the more striking.

The colour scheme is very cleanly applied and the lettering and logos are printed flawlessly. Even though it will soon be joined by its younger brother, the 587T still has nothing to hide today.

Kleemann Crusher from Conrad in 1:50 scale

Mobirex MR 100 Neo

by Daniel Wietlisbach

Kleemann has been a guarantor of innovations at Bauma for years. In line with the motto 'less is more', one or two finely designed models are released every three years ...

With the Mobirex MR 100 Neo mobile impact crusher, Kleemann presented the first member of the new Neo line at Bauma 2025. Its compact dimensions and low transport weight simplify work in confined construction site situations and frequent changes of use. The MR 100 Neo is available with a diesel engine or diesel-electric drive with the additional designation 'e'. The maximum hourly feed capacity is 250 tonnes and, in its minimum configuration, the Mobirex MR 100 Neo weighs an empty wieght of 29.0 tonnes. The drive power for both versions is 240 kW and the corresponding assemblies are supplied by John Deere.

Kleemann's Mobirex impact crushers have been manufactured by Conrad for many years: in 2012 it was the MR 110 Z, in 2019 the MR 130 Z, and last year the MR 100 was released. The model is delivered in elegant, sturdy cardboard packaging, which contains the individual components of the model in three foam compartments: the crusher in its basic configuration with magnetic separator, the optional re-screening unit with oversize return conveyor and the side discharge conveyor. A plastic bag also contains a rod with a work light; assembly instructions are also included.

As expected from Conrad, the model is a real 'iron pig', very heavy and true to scale. It is also very functional in terms of transport options: the re-screening unit can either be removed or, thanks to the rotating and folding oversize grain return belt, remain on the crusher for transport.

The crawler frames are designed in the familiar style and are well executed in their simplicity. The track chain is made of plastic and represents the chain links with triple grouser track shoes as individual links. The grey main frame consists of a single casting from the rear to the end of the main conveyor belt. In the rear area, the engine is indicated from below and the exhaust system is replicated. The fan guard is reproduced with openings on the right-hand side, behind which the grey main frame can be seen. On the right-hand side, a fan is reproduced behind a very filigree etched grille.

The walls of the hopper are not hinged on the original either, and the fact that the suspension and the oscillating motors are concealed behind rubber curtains simplified the reproduction of this area. At the front of the hopper, the floor is faithfully reproduced with the pre-screen, and the curtain of rubber bands through which the material enters the crushing unit is correctly depicted. The small conveyor belt can be hooked in at the side and would eject the screened material to the right. The crusher area can be accessed via the side ladder, and the handrails and safety railings are made of cast metal. The crusher housing is beautifully engraved, and the cylinder protruding at the front is the hydraulic gap adjustment.

The magnetic separator, which is permanently mounted with metal chains made of silver plastic, is a powerful permanent magnet in the original, which attracts metal parts from the discharge belt and ejects them to the left. The end piece of the discharge belt can be folded down, and the drive motor is reproduced in detail.

The optional re-screening unit with oversize return belt has been reproduced in detail and is functional, and can be easily attached. The material broken for the first time would be separated here: fine-grained material would be sorted out via the lower ejection belt, while coarse material would be returned to the hopper via the side oversi-

ze return belt. Here, too, the front section of the conveyor belt can be folded down. The entire unit can be placed on five folding feet when not in use or for separate transport.

The colour scheme is opaque and cleanly applied, and the colours are very well matched. The logos, type designations and decorative lines are printed flawlessly.

Trucks made from Tekno building blocks

Tekno Bricks

by Daniel Wietlisbach

Last year was all about building blocks – for construction machinery manufacturers and also for Tekno ...

Tekno started with three different sets, and a fourth has now been announced. We received a set of a tractor in Zurkirchen colours with the vehicle number '83', originally a Volvo FH5 Globetrotter, which Tekno had already produced in 1:50 scale. I gave the set to my son Simon, a self-confessed Lego fan, with permission to build it and the task of sharing his experiences.

It was clear from the outset that anyone entering this market would have to compete with Lego products – both in terms of quality and price. The parts are pre-sorted into individual plastic bags. The building instructions are divided into 115 steps, and two sheets of stickers are included. The packaging mentions 385 pieces, while the instructions say 350, but we didn't count them.

The instructions made building the model very easy, but we noticed that the colour tone is not identical on all bricks, which is particularly noticeable on the cab. After assembly, the stickers had to be applied, which are pre-cut and printed on transparent backing material. Because they are stuck across several parts, the truck can no longer be dismantled afterwards, and the stickers also go across 'steps' where they hardly fit satisfactorily.

The set is recommended for ages 6 and up, and the assembled tractor should be fun to play with. The proportions are good when viewed from the side, but the wide mudguards look a little strange when viewed from the front or rear. The lorry would be more successful if the cab and superstructure had one more button on each side.

If you compare the prices with Lego sets with a similar number of bricks, they are roughly in the same range.

WSI's baptism of fire a complete success

Liebherr LR 1400 SX

by Carsten Bengs

Liebherr presented the LR 1400 SX model at Bauma 2025. It is WSI's first crawler crane model, and its details and functionality are impressive at the highest level, as is its scale ...

It was not totally unknown as it was already announced right after Bauma 2022 by mistake. It is WSI's very first crawler crane model and was perfectly replicated into 1:50 scale. Details and functionality are really thrilling, and you need to look very precisely to find all the many nice details.

Dimensions of the model were copied correctly. The real crane weighs approx. 775,778 lbs and has a maximum lifting capacity of 948,000 lbs. It the biggest crawler crane that is manufactured in the Liebherr factory Nenzing in Austria. A Liebherr 603 hp strong diesel engine provides enough power.

For the easy model assembly, it is strongly recommended to study the detailed manual in very detail before the assembly and take every step very carefully with enough time to avoid any damage to the many details. A second person could also help with the boom assembly.

The base crane is delivered with assembled boom foot; both pins can be removed by detaching the circlip to the inside and removing the little tool box in between. The small jack-up cylinders allow visualizing an authentic unloading from the transporting trailer; small outrigger pads are assembled to the cylinders by small U-pins.

Both crawler frames are assembled by four massive pins and feature a detail that is option at the real crane: the hydraulic track shifting. This allows to decrease the width between both crawler frames from 27'8" to 24'7". The little hydraulic cylinder is replicated on the model and when assembling the track frames, the small hydraulic piston is connected to the cylinder. Even the small hydraulic hoses at the main frame are nicely indicated.

Before changing the track gauge, the ground pressure reduction plates need to be removed, which is another great optional feature of Liebherr's LR 1400 SX. Between all travel drives small hydraulic cylinders are located. By using the same U-pins, the ground pressure reduction plates are connected here. By using the winch key, the cylinder can by lowered until the plates touch the ground. Since the entire machine weight is then distributed not only on the tracks but also on the two plates, the ground pressure is up to 56% lower, which is a big advantage on light surface. It is clear that hydraulic hoses of these cylinders do not miss as well.

The model travels on 1.18 in tracks, equaling 4'11" on the real crane. The maximum travel speed would be at 0.808 mph.

All bottom rollers freely rotate and the travel drives are copied well; small hydraulic hoses need to be assembled here and as a little hint it would be recommended to use a little bit of glue at the mount close to the slew ring to avoid slipping.

One drive is spring loaded and keeps just enough tension to the tracks to allow travelling. In between on both sides the two carbody counterweights of 44,100 lbs are positioned. Right on top follow two more carbody counterweight slabs. These include a platform to access the crane. Really a thrilling detail is the small access ladder including metal handrails. Walkways and further metal handrails do not miss as well.

And also, the superstructure knows how to impress by multiple nice details; some require a much more detailed look to discover. A big eye-catcher is the awesome printing and graphics with detailed warning signs, especially behind the cab.

The cab offers plenty of space and features a nicely replicated interior. At the top back of the cab the first aid box in red color is easily visible. And a detail that needs a close look to discover is the indicated central greasing system behind the cab. On both

grease containers the Liebherr name is printed and even the small hoses are existing! The AC system beside is visible as well.

One nice feature of the model is the originally reeved A-frame. No assembly work is required here, but during assembly it is strongly recommended to keep the frame and ropes under tension to avoid the rope slipping away. The small sheaves in white color look authentic and rotate freely allowing the A-frame to lower even on its own without a boom, which is really great.

Numerous intricate details are also visible on the superstructure. Hydraulic hoses and tubes are represented on the winches, and the Liebherr logo is even printed on the winch frames. The winches also feature the hydraulic quick coupling system Likufix, which is common on Liebherr's excavators.

This proven system enables the winches to be mounted or removed automatically for transport or weight reduction purposes, without manually disconnecting hydraulic hoses or removing the pins.

The self-assembly device of the A-frame is positioning the winches for installation or removal into the final positions. The A-frame's wide geometry allows to lower the winches behind the pivot point using the self-assembly cylinder. The two little hydraulic cylinders at the pivot point keep the A-frame rope under tension in reality and do not miss on the model. The winches are then automatically positioned for locking. During this hydraulic locking, the hydraulic connections are simultaneously linked and there is no need for the operator to leave the cab for manual work here.

The counterweight consists of twelve 22,000 lbs ballast slabs and two 11,000 lbs ones, all stacked on a 44,100 lbs base plate, resulting in a total counterweight of 332,700 lbs. The ballast is lifted and positioned by two hydraulic cylinders and small lifting chains. A pin secures the entire counterweight. Each ballast slab is printed with its weights and hazard stripes. The ballast lashing is fabricated as fine sheet-metal components, replicate the original with a high degree of realism. During assembly, however, a steady hand and a small amount of adhesive are recommended. The individual parts are pinned together using small bolts, which is a bit fiddly, so a drop of cyanoacrylate adhesive provides a secure hold.

The boom system also maintains an awesome level of detailing. The perforated, silver-colored walkways immediately stand out. Even small warning decals are printed on the sides of the upper sections. All boom segments are assembled using the familiar screws and nuts. The model is delivered with both main boom and luffing jib configuration. Rope guide sheaves between the two 40 ft boom sections are also included.

The main boom foot section houses the luffing winch; hydraulic hoses and the electric line on the drum are accurately replicated, as is a small access ladder. Warning labels are also printed on the catwalks of the jib foot section. The pendant system is realistically reproduced in metal and secured with the same screws and nuts.

The model is delivered with a three-sheave hook block rated for 220,400 lbs lifting capacity and an eleven-sheave hook block rated for 661,300 lbs. These rated capacities in lbs and metric tons are printed on the hook blocks.

All sheaves rotate with very low friction and operate smoothly with the non-twisting hoist rope. Due to the deep-grooved design of the sheaves, the risk of slipping rope is significantly reduced compared to other models. The luffing jib even lowers itself under its own weight when assembled in the shortest configuration, as shown in the images. Small warning flags on the luffing jib struts and the head section are also present. Particularly impressive is the air speed indicator, which is freely pivoted and remains vertically aligned at any jib angle. The boom head limit switch is also realistically copied.

With the LR 1400 SX, WSI has successfully demonstrated producing not only superior mobile crane models but also large crawler crane models. The model excels through an exceptional level of fine detailing and engineering accuracy, much of which becomes apparent only upon close inspection. The reeved and fully functional A-frame assembly is especially noteworthy, as it will undoubtedly simplify erection procedures for collectors and model engineers alike.

Models by Peter Veicht

P&H 330 TC

by Robert Bretscher

With the P&H 330 TC, we are proud to present another masterpiece from Peter Veicht's workshop. It is full of charm and also functional ...

Although the heavy transport company Schmidbauer KG, well known in Munich, was not just around the corner from Veicht's home, it was definitely worth taking a long look at the extensive fleet of vehicles with the cranes lined up in rows. Most of the time, you would meet familiar faces there who worked for Schmidbauer as crane operators on Munich's underground construction sites, lifting various machine parts into the tunnel shafts. This was always the perfect moment to find out all kinds of information about Schmidbauer's latest lattice boom cranes and perhaps even climb aboard a P&H crane, accompanied by a crane operator. Back in the 1960s and 1970s, the heavy transport giant mainly worked with lattice boom cranes from P&H (Pawling & Harnischfeger) and Coles. These included not only smaller P&H cranes, which were manufactured under licence by Rheinstahl Union, but also oversized monsters from the USA.

Fascinated by the many crane operations on the underground construction sites and the impressive machinery at Schmidbauer, Peter Veicht decided to tackle a 1:50 scale diorama. To this end, he intended to build the appropriate 30-tonne lifting P&H 330 TC from brass and copper plates. When he took some measurements from the original for the miniature model at the end of the 1970s, the ageing mobile crane had already been through all kinds of heavy-duty operations.

Veicht was able to perfectly showcase the miniature model with skilfully designed patina. The mobile crane gains further authenticity with the faithfully reproduced company logos and hazard signs. If you look closely, you can even see the old telephone number and, on the colourfully decorated bumper at the front, the corresponding number plate of the Schmidbauer headquarters in Munich. The heavy vehicle, soldered entirely from brass, is fully movable and is operated by two cranks on the upper structure. Despite its unusual shape, this has been masterfully executed. It is incredible how skilfully Peter conjured up the finely rounded upper edges and the rear section of the engine area. It should be noted that he used a dark corner of his cellar as a workshop, which he continuously upgraded with simple hand tools and a converted hand drill.

To ensure that the boom and crane hook can be secured in any desired position at any time, the two winches are equipped with effective pressure springs. The two-piece, twelve-metre-long boom with a functioning fall-back safety device can be extended to eighteen metres with an additional intermediate piece, which is carried on a separate trailer. The three-axle chassis also impresses with its narrow cab, typical of the 1960s, which could only comfortably accommodate very slim drivers. In order to be able to position the boom correctly above the hood while driving, Veicht installed a suitable support, which is securely anchored to the solid bumper. To reduce the overall height, the roller block is then retracted. The heavy crane hook can be secured with the aid of a rope sling attached to the bumper. The four functional outriggers are infinitely adjustable thanks to internal threads. The large support plates, which are supplied separately, ensure that the heavy model remains stable at all times.

Incidentally, the aforementioned diorama of the underground construction site, which Peter Veicht had actually built for himself, was later exhibited behind protective glass at the request of the Munich Underground Authority in the 'Ungerer Strasse' underground station. As planned, the P&H 330 TC mobile crane presented here was also featured on the diorama. The press and countless spectators admired this skilful 'miniature' representation.

White metal kit from Minicirque in 1:50

Poclain TU on GMC

by Dietmar Reichelt

This wasn‘t the first time Dietmar Reichelt had ventured into building a historical model kit. After a lot of fiddling around and pushing the boundaries of model building, he was finally able to add a little gem to his collection …

After the Second World War, machinery and money were in short supply, and the three-axle trucks from GMC and other manufacturers left behind by the US Army throughout Europe provided welcome reconstruction aid. The almost indestructible trucks remained in service well into the 1970s, many of them as tippers, some as chassis for mobile excavators.

The kit, which was originally released by l‘Atelier Debeylemme, is intended for advanced model builders. It consists of white metal diecast parts, resin parts, rubber tyres, plastic windows, nickel silver etched parts, lights, a piece of wire to replicate the hydraulic lines and decals. Organisation always helps, so I started by sorting the many parts of the kit. I had already ordered spray cans in the colours ‘Army Olive’ (American, World War II) and ‘Poclain Red’ (RAL 3121) online.

Chassis from GMC

First, the resin parts had to be deburred. Then they were primed and painted olive green. Inserting the plastic windows proved to be a rather fiddly task, as not all of them fit immediately. The side window on the driver‘s side was depicted in a slightly open state, which makes the model appear more lifelike. Then various holes had to be drilled for headlamp, indicator, door handles and rear-view mirrors; unfortunately, not all of the drilling points are marked. For precise drilling, it is advisable to place the model drill in a drill stand. Original pictures and videos from the internet are helpful. For example, a similar GMC with a slightly different Poclain excavator was on display at ‘Engin Passion 2022’, and there are good recordings of it on YouTube. Apparently original construction drawings can be found on the website www.ec1000.net.

The etched grill had to be removed. I was irritated by the fact that it is not symmetrical, but this corresponds to the original. According to the description, the headlamp should be mounted under the mudguards. However, I placed them on top behind the stone guard grilles provided for this purpose. The mirrored headlamps made of transparent plastic, which are to be glued on, are beautiful. The mirrors are given their mirror shine by lightly filing them.

Some of the cast parts for the gear box, leaf springs and rims still need to be drilled out (unfortunately, you never have the right drill bit to hand), and they also need to be deburred by filing. The axle rods need to be shortened. Assembly is a little fiddly, but basically the parts fit together well. These parts also need to be spray-painted. The leaf springs and gear box were painted black.

The front bumper is actually intended as a simple U-beam. The parts for a winch, which was often mounted behind the bumper on GMC vehicles, are also included. However, after some trial and error, I decided to leave them out, as the assembly instructions were unclear and I couldn‘t find a satisfactory solution.

The tailgate with number plates is again to be fitted with very attractive rear lights. The license plates, which are included as decals, are to be attached there and on the bumper. Finally, the connecting plate for the excavator superstructure is easy to assemble; all parts here are red.

Excavator superstructure

Now it was time for the actual excavator. I painted the cab and the counterweight mount (both made of resin) red. The original counterweight would be filled with concrete,

which is why I painted it grey. The white metal cast roof had to be painted white. Here, too, various windows had to be inserted, but this was easier than with the truck cab. Only the small oval window in the door was a challenge; in the end, I simply backed it with transparent plastic.

The seat and control levers had to be glued to the track shoe of the cab; up to this point, everything was still easy. But now I had to assemble the rather difficult kinematics. These are connected to the excavator housing in two places, namely by a joint for the upper boom frame and by the bracket for the lower hydraulic cylinder. The latter has to be inserted into two pre-drilled holes in the upper carriage housing next to the cab. Unfortunately, the mount for the piston rod on the front boom arm was poorly cast. I spent a long time drilling and filing to clear the space between the brackets, but unfortunately the part broke in the process. However, the manufacturer offers a spare parts service – and it worked wonderfully. The spare part was much better made and was sent free of charge.

The hydraulic cylinder consists of two small tubes that need to be shortened according to the instructions. A small eyelet for the mounting connection needs to be inserted at one end. Here, too, you have to drill carefully, as everything is very delicate. On the other side, the pistons also need to be shortened and inserted according to the instructions. With a little filing and careful widening, I finally managed to do this. Of course, the piston ends also have to be drilled out again. The hydraulic lines can be molded from the provided flexible wire. There are no holes for the hydraulic hose connections, so you have to improvise.

Assembling the entire kinematics is fiddly work and I had to take regular breaks, otherwise I would have despaired. The delicate parts and the tiny, often imprecise holes (drilled by me) require an enormous amount of patience. I often had to re-drill and rework, especially at the connection points between the hydraulic cylinders and the linkage, always with the risk of damaging something. Fixing the pins at the joints is also a real challenge if you don‘t want to compromise the mobility of the boom.

The function of the shovel, which is freely movable and suspended around an axle rod, is somewhat unclear. It also has no flap, so it must remain movable. Neither hydraulics nor cable pulls are provided, and even the internet did not provide a satisfactory answer; there you can find the TU with a fixed folding shovel that is operated by a cable pull. The available construction drawings also show the shovel used here, but not how it works. It may work purely by gravity, and I suspect that in the original, the tipping process could be triggered by a cable pull. Finally, the ‘feat’ was accomplished, and all that remained was to attach the wet decals.

Conclusion: This model pushed my model-building skills to their limits. However, it is a beautiful model, and the original is certainly a milestone in the history of construction machinery.

Demolition as a diorama theme – Part IV

A lost place disappears

by Markus Lindner

This time, machines from the Lower Bavarian manufacturer Sennebogen are on display on the site of the former iron foundry. Sennebogen has been active in the demolition sector for several years with specialised equipment …

The machines stand out not only because of their fresh green colour scheme, but also because of their rather unusual design concepts. They cannot deny their origins in the field of material handling equipment, one of the domains of the Straubing-based company.

The large operating radius, the boom for material handling and the height-adjustable cab are features that are also clearly advantageous in demolition work.

The key machine is a Sennebogen 860 with demolition equipment, which has been replaced by the 870 in the original, but is still an excellent excavator as an NZG model. It is mainly used here with an LST multiprocessor for concrete demolition. In addition, the Sennebogen 830 with long front equipment (Conrad model) is used for dismantling the higher parts of the building.

On such large demolition sites, genuine material handling excavators are often used to sort and load the resulting construction waste or scrap metal, and so here we see not only the larger Sennebogen 835 with a polyp grab, but also an 818 with a sorting grab at work. The similarly constructed, next larger 825 is offered by Sennebogen explicitly in a demolition version with a mobile undercarriage, which is rather unusual for a demolition machine.

The cupola furnace and the facilities of the casting hall

After showing the construction of the buildings seen on the diorama in the last few episodes, we now turn our attention to the technical equipment still depicted in them, starting with the cupola furnace, the heart of the foundry. This is a shaft furnace in which metals are melted. Cupola furnaces are used to produce cast iron from pig iron and scrap. The cupola furnace is very similar in design and operation to a blast furnace. It is up to 20 metres high, but does not reach the temperatures required to reduce metals from their ores.

Ideas for replicating such a furnace were found in pictures on the internet, for example on the websites of foundries or foundry equipment suppliers. Since the furnace is relatively hidden behind the walls of the furnace house and is therefore hardly visible on the diorama, a relatively simple model without many details is sufficient.

The basic shape of the furnace was found in the form of a classic grave vase, which was placed upside down on the track shoe with the so-called furnace platform. The extra-wide, funnel-shaped collar was shortened slightly, and the platform consists of cut or milled plastic sheets.

One challenge was the construction of the wind ring around the furnace, through which oxygen is supplied by a blower. Unfortunately, no suitable component could be found that could be used for this purpose. Finally, a piece of plastic pipe was carefully heated with a hot air gun and bent into a ring; a suitable drain pipe served as a template. Brackets for the wind ring, the nozzles and the furnace outlet with siphon were made from plastic parts and pipe sections. Finally, the entire furnace was given a matt silver finish.

When the furnace is tapped, the liquid iron, separated from the slag, flows into the so-called ‘vorherd’ (pre-furnace). This is an intermediate container from which the liquid metal can be dispensed into the casting ladles for the actual casting. For this purpose, it has a lifting and tilting mechanism that brings the outlet over the casting ladle.

As this part will later be prominently displayed in the casting hall, a detailed replica was created here using model photos of CNC-milled parts. For the curved shapes of the base body, 0.5 mm polystyrene sheets were pre-bent and fixed to the side parts with plastic adhesive. The parts were held in position with rubber bands and strong adhesive tape until the adhesive bond had set.

The ladles mentioned above were also replicated. The basic shape here is formed by disposable plastic shot glasses. They were shortened slightly in height with the aid of a band saw and fitted with a bracket with a crane eye and parts for the tilting mechanism. They were coloured with rust paint. These casting ladles are used in large numbers in such operations, so a small series was also produced here.

The furnace control room

Far enough away from the heat of the furnace and the molten iron, the control room is located on the rear wall of the hall, from where the furnace processes are controlled and regulated. For this purpose, a closed base made of MDF panels is assembled, painted concrete grey and represents an electrical operating room, as revealed by the warning notices on the simply glued-on plastic steel door. The fan guard next to it is also only glued on, and its depth is achieved by backing it with dark paint. Above it is the actual control station, a glazed cabin with plastic walls and transparent film glazing. Access is via a plastic steel staircase, either milled or from the accessories sector for architectural model making.

The bridge cranes

In order to be able to move the casting ladles within the hall to the prepared casting molds, a load-bearing bridge crane is part of the basic equipment. Special foundry cranes are used for this purpose, which are suitable for both high loads and harsh operating conditions, but especially for handling molten masses.

In our case, it runs on a crane runway at the height of the hall‘s window band, for which a cantilever was already planned during the design phase. The basic structure consists of two parallel and generously dimensioned steel girders, the trolley girders, the trolley with the hoist winch, the driver‘s cab and a catwalk. The grating of the catwalk consists of fly screen, while the cab glazing of the driver‘s cab is made of folded overhead film, which was only installed after painting. The floor of the driver‘s cab is then glued in place and sealed.

Heavyweight materials are deliberately used for the hook block in order to sufficiently tension the hoisting rope later on, even without a load in multi-rope operation: the sheaves are made of steel washers and run on a solid round steel shaft. The remaining parts, such as the crane hook, the side tabs and the hook crossbar, were manufactured as CNC-milled plastic parts. Alternatively, crane hooks from older models are also suitable.

In the next episode, we will focus on the interior fittings of the left hall with the moulding sand preparation and the entire dust extraction systems with their tangle of pipes.

Our partner page

Latest construction machinery for Eberhard

Since the beginning of December, the first articulated dump truck from Volvo‘s latest series has been in operation at the large Hardwald construction site near Bülach. It has a payload of 25 tonnes and a 6-cylinder in-line engine with a displacement of 11 litres, delivering 235 kW (320 hp). The L180 wheel loader, which has been in use at the ESAR soil washing plant since the end of November, is also from the latest series. Faster cycle times and the intelligent Load Assist with integrated weighing system increase productivity and efficiency in material handling. Three more L180s will follow by the second quarter of 2026.

Since November, Eberhard Saugtechnik has been using a new RSP suction excavator on a MAN chassis. In addition to numerous options that are standard for Eberhard, such as increased turbine speed, the new suction excavator has a stretched power arm with an additional swivel joint. This enables additional options for suction.

New on the market

Conrad / Eberhard 1:50

The 2025 anniversary model from Eberhard Unternehmungen is now also available to the general public. It can be purchased either from the Ebianum shop (shipping within Switzerland) or from Setec-HTM. It is a round dump tractor and semi trailer with a MAN TGS 6x4 tractor unit with the inventory number 12293226, which can be read in very small but crystal-clear lettering on the doors. The configuration, which is not unusual for Switzerland, with a three-axle tractor and a two-axle semi trailer, was put together especially for Eberhard and looks very harmonious. The water-blue and yellow painted tipper shows the training mascot and the logo of 'Zirkulit', the recycled concrete with which the company is committed to sustainability in construction. As usual from this manufacturer, the model is robust and functional.

CCM

At the beginning of December, the 'available models' section disappeared from the CCM website, prompting speculation among collectors about the future of the manufacturer. However, CCM managers immediately attempted to explain the situation themselves in their blog: „Keystone Diecast (www.keystone-diecast.com) has purchased our entire remaining stock of models (...). If you missed the opportunity to purchase one of these models from us, you can contact Butch Diggins (Butch@keystonediecast.com). He will be happy to help you track down the models you are looking for. We look forward to presenting more exciting news from CCM soon!" At the very least, this means that there will be more models and that it is likely that only the warehousing has been outsourced.

Conrad 1:50

The powerful Meiller Maxtreme rear tipper from the H series on an Arocs 8x8 chassis has been released in a beautiful version. The tyres now have a tread for off-road use, emphasising the overall impression of a truck built for rough terrain. They look particularly impressive on the double-tyred rear axles, while they appear somewhat narrow on the front axles. The high-mounted cab – the driven front axle needs space – features two orange rotating beacons and chrome-plated horns. The protective grilles in front of the headlamp are particularly appealing; although they are made of plastic, they are very delicate and openwork. The dump truck has a maximum payload of 50 tonnes, while the engine delivers 510 hp.

News in brief

MAN electrifies vehicle delivery

MAN Truck & Bus is reducing the CO2 emissions of its vehicle deliveries by combining rail and eTrucks. Together with its logistics partner Vega International, the company is focusing on an intermodal concept consisting of rail transport for the main leg of the journey and fully electric road transport for the last mile. The concept saves around 2,700 tonnes of CO_2 in vehicle delivery. This was preceded by a trial operation with two eTGX trucks, which provided valuable experience. Brand-new trucks are transported by rail from Krakow to Rheine near Osnabrück and then delivered by eTrucks to locations within a radius of around 300 kilometres. The vehicles proved their suitability for use in the trial operation. The findings are now being used to electrify further transport routes. (eu)

First hydrogen Scania

A fuel cell truck from Scania was exhibited at last year's Transport.ch. The range with one tank of fuel is said to be 1000 km. Thanks to its

long range, the vehicle is primarily intended for long-distance transport, and it also features a short refuelling time. It is part of the Scania Pilot Partner Programme, in which selected customers will conduct practical tests with new vehicles. Asko Norge AS from Norway will be the first partner to receive such a vehicle, followed by four Swiss companies: Emmi Schweiz AG, Genossenschaft Migros Ostschweiz, Traveco Transporte AG and Retralog AG. The vehicles will be tested over several years. (eu)

Caterpillar 319 CR

Caterpillar is currently testing several pre-production machines of the new 319 CR. The short-tail crawler excavator with an operating weight of around 21.6 tonnes and a rear swing radius of only 1.75 metres is intended as the successor to the 320E L RR. The cab comes from the 315 short-tail excavator and the upper structure is a new design. The new excavator is suitable for forest road construction or working in confined spaces. The powerful engine delivers 98.9 kW (135 hp) and is quiet in operation. Despite its short tail, the excavator is stable with blade support. The machine is available with a mono or adjustable boom. Various stick lengths of 2.25 m, 2.60 m or 3.10 m are also available. (up)

Ford F-MAX Gen 2.0

Ford Trucks presented the new F-MAX Gen 2.0 at Solutrans in Lyon. The exterior design has been revised, particularly at the front. The interior has also been redesigned to offer the driver even more comfort. The modern design, together with the new Ecotorq GEN2 engine, is expected to result in fuel savings of up to 11.3%. The redesigned grill blends seamlessly into the bodywork, giving the F-MAX a modern, elegant appearance. The new digital mirror system is located at the bottom edge of the side window and improves aerodynamics. The black headlights, which are now standard, give the vehicle a striking appearance. A voice assistant that understands 13 languages can execute spoken commands. Those who prefer a more classic approach can operate the radio etc. via the touchscreen on the dashboard or next to the bed. (eu)

Liebherr R 901

Two excavators met at a road construction site in Germany. Both were made by Liebherr, but there are 55 years of machine development between them. The smaller one was a lovingly restored Liebherr R 901, built in 1968 and weighing around 10 tonnes. The large R 978 SME is used in rock mining, weighs over 80 tonnes and is equipped with state-of-the-art technology.

The R 901 originally worked in material handling at a scrap yard. When the engine started to sputter, the cutting torch threatened to destroy it. A fan and mechanic saved the vintage machine. The opening of the new road provided an opportunity to immortalise 55 years of development in excavator construction in a single picture. (up)

Volvo ECR355 short-tail excavator

Volvo Construction Equipment presents the ECR355, an update to its largest short-tail excavator in the 35-tonne class. The new generation offers faster cycle times, greater precision in trench excavation and improved fuel efficiency. To increase safety on the construction site, Volvo Smart View uses 360° cameras and an intelligent radar system for person and obstacle detection.

Volvo is building a new assembly plant in Eskilstuna, Sweden, for electric and diesel-powered crawler excavators in the 14 to 50-tonne weight class. From 2028, 3,500 units per year are expected to leave the 30,000 m² assembly plant. (up)