Neu von NZG 1:50
Liebherr R 9400

Neu von Tonkin 1:50
Caterpillar 775G

Sammlerporträt: Grosse Modelle museumsreif

Neu von NZG 1:50
Komatsu HD785-7
What kind of finish would you like then?"

"Welche Ausführungsqualität hätten 'S' den gern?"

Only the more "mature" (German speaking) among our readers may remember this phrase from the popular TV quiz show "Heiteres Beurufertaten” (guess the profession of a guest in fun) on German Channel One, hosted by Robert Lembke. At the very beginning of the show, the candidate was always asked: "welches Schweinderl hätten Sie denn gern?" (What kind of little piggy bank would you like?) and the candidate was able to choose a piggy bank in the colour and finish of his/her choice. Into the selected piggy bank a five German Mark piece was dropped for every negative answer from the guest until the profession was deducted or after a maximum of 10 questions from a celebrity panel were answered in the negative.

The question about what kind of piggy bank the candidate wanted was plain and simple. However, it comes to my mind every time I see a new model and wonder about the manufacturing process. There are different ways to produce a model and I imagine that the maker asks himself during the design and production what kind of model the customer wants in the end.

As collectors we also ask ourselves the same question. For example, thinking about the many 40 t articulated dump truck models available at the moment, “which dumper would I like?” Most of the time, the favorite brand of truck maker will tip the scales towards one model or another. Despite this, everyone wants a model having the details that are most important for each individual collector. For one collector it is the wide tires which give the model its heftiness while for another it is the rear axles with prototypically correct suspension that take precedence. Is the amount of metal used in the making of the model the most important aspect or is it that the bin can be dumped at the same degree as the original? Everyone looks first of all to see if their wishes have been taken into consideration when purchasing that new model.

Finally, the question about the colour is, in most instances, given by the brand name of the original and thus seldom has the same importance in making a decision as with the 'piggy banks'.

I wish all our readers a lot of fun when reading this issue.

Daniel Wietlisbach
New on the market

Bymo

The Bauer MC 96 with the BC 35 diaphragm wall cutter attachment has now been delivered and includes longer hoses and supply lines (see issue 2-2014). The placing of the lettering on the upper carriage has now been corrected and is, as per original, on the yellow part of the superstructure.

MSW 1:50

The MAN TGX XXL 540 8x4 heavy duty tractor truck from Conrad is available in an exclusive series painted in orange and lettered for “Titschkus & Wittrock”. True to the original, the front bumper of the 680 was used on the model (www.msw-modelle.com).

Baggertasse

This special cup is now available to make your coffee break doubly enjoyable. The excavator cup is made of high grade, scratch and dent-proof plastic material that is dishwasher safe and stands solidly without any danger of tipping. By the way, it is easy to drink from, which may not seem so at first glance, but we have tested it thoroughly and found that it really works!

Tekno 1:50

For the correct tying down of loads on truck beds an excellent model of tie down belts with the appropriate fastening clasps is available. The silicon belts are 25 cm long and can be adjusted to any length because the fastening clasps are moveable. One package contains three bags each with four belts. Single bags with four belts are also available at your favorite dealers. The belts are part of the new and well thought out DAF XF 105 from Tekno that has a container on its trailer and large wooden crate from “Weeda”.

Wiking 1:87

The VW T3 with crew cab comes in an orange “municipal” version with a warning beacon and printed-on safety strips. A Magirus Saturn concrete mixer truck completes the re-issue of favorite models.

Tonkin 1:50

The Caterpillar 988K (see issue 6-2013) looks very impressive in the version equipped with wood “tongs” and should be displayed holding the appropriate load of “scale logs”. 966K and 966K XE can be told apart only by the lettering, whereas the latter one has a sliding, power-assisted gearing system to offer. On the other hand, Cat 950K and 950 GC are visibly clearly different. This was taken into consideration by Tonkin when producing these models. While the 950K looks like its larger brothers, the 950 GC that was designed mainly for the Asian market, has a somewhat older design look. The four smaller-wheeled loaders are equal to the 972K models released earlier in both detail and quality. We discussed these in detail in issue 2-2014. Caterpillar, by the way, has already promised the release of the M-series of the 966 and 950 models for the fall.

Conrad 1:50

With the expected high functionality, the new Meiller skip truck appears for the first time on a MAN TGS M Euro 6 4x2 Chassis. On the mostly red model, the supports can be extended and the bin can be set out, dumped and picked up again. The only thing missing to complete the fun of playing with this super new model, is a set of single bins in the accessory program. The new two-axle module for the Faymonville Variomax is now available for the first time in a set with the previous three and five-axle modules. An excavator transportation deck including widening modules and a MAN TGX XXL 8x4 heavy duty tractor truck is also included.

NZG 1:50

After the mobile excavator, the Liebherr R 916 classic has been released in the attractive dark green of the company as a second model in the ‘Brodbeck’ line. The Vögele Super 1900-3i surface finisher now comes in the blazing yellow-green colour of the Betam Group. As a drive unit for those who have purchased the single Liebherr 81 K quick-erecting crane and want to show it in transport mode, the matching trucks will be available in variety of colours later on. For detailing, or as a load, the new wood grappler (width at the attachment joint 6.8 mm) and the already well-known concrete mixer now in yellow, round off the offerings of new items in the details series.
Fans of heavy duty transports will be pleased with the new combinations of the Goldhofer THP-SL modules: as self-driven version with twenty axle lines and the power pack “Kahl” with a large pipe as a load, and as a low-boy version with twelve axle lines and an Actros L 8x4 tractor truck with a boiler from “Kübler”.

Matching the theme of re-construction recycling comes the Actros Streamspace roll-off tractor-trailer set from “Nehlsen”. For off road use comes the Mercedes Zetros 6x6 with a Meiler rear dumping bin in orange. The well-known Goldhofer TU3 Lowboy finally appears as a new colour version in blue.

Collector’s guide

So that you do not miss any of the new model announcements, the latest releases are listed here in short form.

<table>
<thead>
<tr>
<th>Type</th>
<th>Scale</th>
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Marcel Rauschenbach collects the big ones

Museum quality

by Daniel Wietlisbach

The model of the Bucyrus 8750 ‘Walking Drag Line’ by TWH is the largest 1:50 scale excavator model ever built! Anybody seeing this huge model for the first time is held spell-bound by it. The model requires a huge amount of display space. Michael Rauschenbach found it a hard nut to crack as to how to solve this challenge. The solution to this vexing problem was a lucky co-incidence. When an addition to the family home was being considered, it became possible to add a basement hobby room space to the design. To reach it, a circular set of stairs has to be used. The room and its design show clearly the influence of the owner, an experienced architect. As in a museum, the approximately 350 models are displayed in a tiered cabinet and a set of metal shelves opposite. The absolute ‘icing on the cake’ is the professionally-installed diffused lighting that shows off the collection perfectly. The Bucyrus 8750 has a display stand of its own lit by daylight that falls through a glass ceiling insert that is set in the floor of the room above. This glass floor tile also makes it possible to view the model in ‘bird’s-eye’ mode by providing an optical connection from the living quarters above. To give an understanding of the size of the gigantic model, two excavator models of the 20 ton class, seen on many construction sites locally, sit beside it. In the Rauschenbach collection there are only a few of such small models and they are used mainly to illustrate the size of larger models. But how did this late-in- life collection begin?

The attractiveness of construction sites

For Michael Rauschenbach, growing up as an inner-city child, construction sites where part of his daily experience. In particular, road construction and civil engineering sites with their heavy duty dump trucks and excavators fascinated him. He translated his visual experiences to his toy Matchbox trucks by taking off some of the super structures and replacing them with cardboard, scratch-built flat decks and side boards designed to be openable. He remembers some of his first models, one a Euclid from Dinky Toys. He re-painted it in a yellow and green colour for his own, fictitious construction company. Later followed a Cole’s crane from the same maker and from Joal models, a Caterpillar dozer and tracked excavator. The theme of his favorite playing site, the windowsill of his room, was clearly a construction site. Red and white warning planks, self-made, and other details gave the desired ‘character’ to his play place because, as the collector re-collects, his first interests were the construction sites; the machines took second place.

Parallel Mining

After his apprenticeship he decided on a career as architect. His fascination for mobile cranes was kindled by many visits to various construction sites. The huge sizes fascinated him especially. When Ki-bri began to offer model kits of the Gottwald AMK 1000 and AK 850, he just had to have and assemble them. However, Marcel does not think that this was the beginning of his passion for collecting construction machines, as these two remained the only models in his possession for a very long time. Sometime later he was given the two well-known crane models from Siku as a gift. He did not consider them ‘real’ models but they gave him the impetus to look for ‘real’ models.

Michael Rauschenbach says that his collection is only ten years old and it has been only a short time that it has been housed in its own small ‘museum-like’ display …
Marcel Rauschenbach (57) completed an apprenticeship as technical draftsman and then went back to college to become an architect with the designation, FH. Today he works as an ISO certifier for construction firms in Switzerland and Germany. In addition to collecting construction machines he is interested in Rolls Royce cars and is active politically as municipal councillor and trustee. He is married with two children, now grown up, and lives in Buchs near Zurich.

The very first one he wanted was a model of the Terex Demag CC8800 from Conrad (order number 2735). When he got the model with the huge lattice arm, the collecting fever really ‘hit’ him, he reports. He started to buy books about the machines and he searched on Google to find the models of the huge machines he was looking for. The large models were his main focus and fascination. Shortly, another one of the ‘big boys’, a model of the Terex Titan 33-19 from EMD, the first in the mining category, joined his first crane model. The three-axle dumper truck made from resin and brass parts did not have long to wait before it was complemented by a matching loading machine. From OHS came the third model, a P&H 4100TS cable-operated excavator in the red colour of ‘Syncrude’. However, the ready-to-run model from Great Britain, made mainly from resin parts had a few faults that led to some complaints. As a deal, to make up for the faults he was able to acquire at a greatly reduced price, a brass model of the Terex Unit Rig MT 5500 from the same maker; it ranks as one of the best quality models in his collection. After his visit to the Bauma in 2007 he added the Liebherr T 282B (2727) and the R 966 (2811) and so the collection with a mining theme began. Further high points in the following years were the Demag H 485S (NZG 357) and H 685SP with front scoop as there is a significant difference from the one made by Conrad. There is one more model that has to be mentioned. It is the tunneling machine used for the construction of the new Gotthard Basis Tunnel made by Herrenknecht in 1:50 scale. The creator of this machine, the model maker Manfred Bauer has been working on it for a couple of years now. There will be only two models made!

And also cranes….

The collection of mobile cranes grew parallel to the mining collection with a simple motto: ‘no model with fewer than six axles in the collection’! After Michael Rauschenbach discovered the AK 850 from Himobo, cranes from Gottwald became very desirable collecting items for him. The massive 10-axle giant was beyond his financial means at the time and remained a dream. However, the collector managed to meet the maker of the crane, Daniel Schwager, at the model exposition and swap meet in Thai on Lake Constance. Then he hand-built over many hours, the model of the AMK 400-93 telescoping crane as part of a small exclusive series and painted it in the red colours of ‘Riga Mainz’. The three books from the publisher Verlag Podszun about cranes from Gottwald piqued his interest in purchasing further models which were added to the collection piece by piece. All came from the workshop of Daniel Schwager. For example, the nine-axle, telescoping crane AMK 600-93 or the seven-axled AK 210-73 and the eight-axle AK 450-83 with lattice masts and all three models lettered ‘Franz Bracht’. Of course, the ten-axle AK 680-2 from ‘Schmidbauer’ absolutely had to be part of the collection. It was soon augmented nicely by the two AK 680-1 ‘Scott’ and AK 680-3 ‘Sarens’. The eight-axle AMK 200-83 telescoping arm crane ‘Riga Mainz’ as well as the ten-axle AK 912 ‘Al Jaber’ complete the collection of Gottwald models by Daniel Schwager. Finally, from the same source comes the eight-axle Demag TC 3600 lattice boom mobile crane in ‘Franz Bracht’ with the futuristic looking lower carriage cabin. It almost goes without saying that the AMK 1000 from YCC, in the colours of ‘Breuer’ is in the collection. Rounding the collection off are the excellent models of the big modern Liebherr cranes like the LTM 11200-9.1 from NZG, LTM
With a working weight of 345.5 and 353 t and shovel capacities of 18 to 24 m³ or 40 t, the two machines are designed as loaders for dumping trucks in the 150 to 190 t class. The necessary power is provided by a Cummins QSK50 V16 engine producing 1675 hp (1250 kW); the excavators are also available with an optional electric motor.

The models from NZG

It took some courage to offer the R 9400 with both the backhoe and front scoop versions right from the get go. The common wisdom until now was that nobody would buy a front scoop model if the same model is offered with the backhoe. For this reason alone, it is very commendable that Liebherr and NZG had the courage to take the challenge and make an example of it, much to the enjoyment of the collectors. That it took so long, from the first rumors to the finished models is due to the fact that the frequent changes made on the original had to be copied for the model. All these changes meant that none of the parts of the R 9350 could be used and the R 9400 had to be completely newly designed. On top of that, the model is correct to scale, as we can confirm having checked the major measurements against the model, and on both models it is possible to reach the highest and lowest settings for the shovels without any problems.

The basic machine

The massive X frame as well as the two tracks are made true to the original. The giant runs prototypically correctly on nine real running wheels augmented by two, also fully-functional, support wheels on both sides. The driving wheel has the Liebherr logo engraved on it and the guide wheel has a great spring compression thus making it easy to replace a segment of the tracks, should the occasion arise. The 52 segments per side on each track are exactly detailed. The upper carriage is reached by engaging a hydraulically-operated set

The successor for the R 9350 had been widely speculated about in the model rumour mill. Now we are able to introduce both versions to you ...
of stairs that fold down; this detail has been realised completely from metal. The upper carriage itself is comprised of only five separate castings. These are, as the original, not very detailed except for the raised logo at the stern of the machine. For this reason all details have been painstakingly added by hand and it takes some time to discover all of them! Especially nice and three dimensional, are the photo-etched parts that are used for running boards and grilles over the engine and hydraulic cooler openings. All other steps and running boards are painted matt black. A great number of supply lines which make the technology used in giant excavators visible, run between the many components on the upper carriage. The housings with the air filters and exhaust pipes are located at the correct sites as are the highly-visible, bright red fire-suppression canisters. It goes without saying that all the hand rails and grips are made from metal. They are complemented on the upper carriage by rear and side view cameras, orange warning beacons, spot lights and horns. The latches at the joints are modeled including their screw connectors. A great joy to behold are the completely modeled hydraulic lines, running from the hydraulic valve block to the cylinders and mounted completely free-standing. The hydraulic cylinders themselves, including all the freesanding supply lines and screw connectors, have been modeled in great detail. The hand rails on the boom are, as on the upper carriage, made completely from metal; some spot lights complete the jib and boom details. The back hoe bucket is made from a finely-engraved cast piece with fine teeth, wearing plates and the aforementioned latches. The openable front shovel is a bit more detailed. It is made up from three finely engraved metal pieces. Even the hydraulic cylinders that operate the shovel lid are modeled, although they are barely visible from the outside on the original! Of course, the shovel opens to the maximum, exactly as per original. The models have a spotless finish; the colour coat covers evenly but is not too thick anywhere. The lettering is sharp and legible.
In a take-over move, Massey Ferguson-ICM (International & Construction Machinery), the world-renowned maker of tractors, acquired the Italian construction machine manufacturer Beltrami. The first hydraulic excavators produced designated MF 350 and MF 450 left the newly-constructed factory in Aprilla only a year later. In addition to the tracked vehicle version, a mobile version was produced and a very few were even mounted on a truck chassis. The next series of machines produced got the additional suffix, “S”. The Massey Ferguson MF 450 S was already equipped with an innovative pressure-controlled hydraulic system. It had a working weight of 15.3 t and a shovel volume ranging from 0.58 to 0.76 m³, depending on the option chosen. An 89 hp six cylinder Perkins Diesel Engine with a displacement of 5.8 l provided ample power for the machine. (The English engine producer was acquired by MF in 1959). The outrigger arm was adjustable in length and degrees of lifting and was of average flexibility at the time. Exactly how many excavators designated as “Made in Italy” were built for the European and American markets can no longer be ascertained. The production was terminated in 1974.

The model maker NZG from Nuremberg was very happy to have landed a huge contract from Massey Ferguson. As the NZG archive tells it, the total number of the MF 450 S in 1:50 scale, with the catalogue number 106, produced was 42,000. On the suspicion that the number given to us was too large by a “0” we contacted NZG and they confirmed the extravagantly high number of models produced. As usual at the time, the model’s cabin has no interior however, the arm is very convincingly detailed even though it has only limited play. The model was delivered in yellow, white and also in a military version. Unfortunately, the running wheels of the models became deformed over the years however, they can be replaced by the aluminum wheels available for this model.

By the way, the very modern, avant-garde almost futuristic looking design of the MF 450 S was awarded a design award in 1971.
The Caterpillar 775G weighs in, complete with the standard bin, unloaded, at 47.5 t and has a carrying capacity of about 42 m$^3$ or 65 t. With a recommended working weight, fully loaded at 111.8 t, it is capable of reaching a speed of about 67 km/h using the seventh gear. The in-house type C27 Acert engine produces 825 hp (615 kW). It complies with step 4 Final, or exhaust emission control step IV, and is designed to use low sulfur content diesel fuel.

The model from Tonkin

The model is packaged in the usual manner and contains a data card for the collector. However, the transparent plastic packaging, especially over the rear wheels is so tight that when the model is unpacked the rear wheels have a big dent in them. Fortunately, after being pushed into shape over a couple of days the dent in the wheels disappears almost completely and then the model can be enjoyed. The dump truck is a true-to-scale model and that contributes to the great first impression. The wheels are very nicely engraved, and the outside rear wheels can be removed as happens in reality whenever the machine is transported! The front wheels have some play, are prototypically correct and steerable with two hydraulic cylinders. They reach a satisfactory radius however, the suspension struts where omitted on the model. The rear axles are suspended, but the give on the model starts where it stops on the original, because the flexible rubber protection apron on the cylinder pistons is only simulated by black paint on the lower part of the cylinders. The very solid main frame is nicely engraved and the propulsion tunnel is modeled all the way to the engine. The fuel tank on the right side and the hydraulic fuel tank on the left are added-on plastic castings. Between the two front wheels, a finely detailed, bi-color mock-up of the V 12 engine is seen.

The cabin and the bin

The area around the front and the cabin is very nicely detailed; the radiator grille is not pierced but comes very close to the original with its matt black paint job augmented by the headlights and a logo. The stairs look a bit plain; a bit of engraved surface texture here would have been an improvement. The fine metal wire hand rails are just what collectors prefer. The grouping of air pre-filter intakes, main filters and exhausts are very nicely done and the model engineers have included the overload warning indicators on both sides of the cab for the driver of the loading machine. The cabin has been completed with hand grips and one window wiper. The windows are a complicated one-piece clear plastic casting that fits very snugly, especially so for the front and rear windows. Thanks to the matt black paint, the thickness of the casting material of the cabin is not overly noticeable. The folded-in position of the rear view mirrors is a little strange; this is not the practice when the unit is operating. The plastic parts can be heated up in very hot water and bent slightly to the correct outside position, but please, only once and we do not give any guarantees if something goes wrong!
Tonkin has given the model the flat bottom or the quarry bin; they are almost identical, differing only by millimeters on the original and this is not possible to measure on the model. The bin is made completely of metal and represents the original very well. The two-step lifting cylinders lift the bin to a reasonable height but not to the height of the original dumping angle. The second setting on the lifting cylinders needs to be re-designed as it is too loose and always falls down. Additionally, the piston rods on the original are yellow and not chrome as on the model. The bin has mud flaps and a stone deflector apron for the rear wheels attached.

The paint job is clean and covers well; the choice of matt or gloss paint used to bring out some features is a good feature. The lettering is sharp and legible and warning labels are also included.

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Translation of pages 18 – 19
The Komatsu HD785-7 is an easy-turning turning radius of 10 m rigid frame dump truck of the 90 t class. When loaded with the maximum load of 60 m³, it is capable of reaching a maximum speed of 64 k/h. The dump truck uses a Komatsu 12 cylinder SAA12V140E-3 engine that can produce 1217 hp (895 kW).

The model of the HD785-7 gives a great first impression and when handled has a hefty feeling to it. The model, when checked against the prototype’s measurements, passes with flying colours. When the model is put upon its wheels, the first impression is how easy and smooth the suspension of the rear axle is. This compares favorably with the original and the whole of the propulsion tunnel is moveable, a novelty for a model of this size. The wheels are very nicely done and the engraved profile in the dark matt corresponds to the original. The front wheels, steered by two hydraulic cylinders, even reach the prototypically-correct turning diameter! It is possible to see the imitation of the brake fins on the inside of the rims. At the front of the massive frame, the mock-up of the engine including cooling system and free-standing ventilator blade can be seen. These, as well as the fuel and hydraulic oil tank, are plastic castings.

The Komatsu HD785-7 from NZG in 1:50

Well sprung

by Daniel Wietlisbach

With the HD785-7, the first of three announced Komatsu models from NZG has arrived. The dump truck pleases the collector ...

Superstructure and bin

The extremely fine radiator grille is made from a very nicely photo-etched part; it affords a look at the radiator immediately behind the grille. The driver’s platform is reached by two ladders. The platform is made from a metal casting with an extremely nice engraved and textured surface that shows all the access hatches and the “anti-slip” knobbed surface. All front spot lights are true to the original with very convincing “glass” and are complete with gaskets. The cat walkway with perforated plates near the cabin is another finely etched part that imitates the real thing very well. Complementing the platform is the three-part air filter pack and separately-attached, fine metal protective rails. Of course, the four rear/front view mirrors, the fire extinguishers and the load limit indicators on both sides were not forgotten.

The model at a glance

+ Suspension of the rear axle
+ Detailing
+ True to scale
- Hydraulic cylinders partially grey

The cabin is made from one casting and has very snug fitting, individually-inserted window castings with a light green tint. Five individually inserted hand grabs and the window wiper round out the detailing. Since the cabin has been attached with a screw, we would really like to see a set of driving figures made available. The bi-color cabin interior is nicely detailed.

The v-shaped dumping bin is made up, in the main, from a massive metal casting. It can reach the maximum 48° dumping degree of the original and is held very stable in that position by two, two-step cylinders. Unfortunately, the second steps of the cylinders are made from a grey plastic material and are not chromed. Mud flaps made from soft rubber and stone protection bars are attached at the right places. The stone protection bars can be arrested with little bolts for transportation mode. The satin paint finish is faultless and the lettering is correct and crisp. NZG sets the expectations high with the model of the Komatsu HD785-7 for the long expected WA1200-6 wheeled loader – we are looking ahead with great expectations!
Hitachi excavators from WSI and Replicars

Updates

by Daniel Wietlisbach

The Merchandise Company TMC, operated by Hitachi Fanshops the Netherlands has made a name for itself by producing, at the moment, some of the best detailed excavator models. Among them their own, the ZX470LCH5 (Baggermodelle 4-2013) or the ZX870LCH-3 from WSI, where they played a major part in the development (Issue 2-2011) or finally the ZX210-5 that Replicars made for them (Issue 4-2012).

The re-release of the Hitachi Zaxis 870LCH-3 comes now like collectors have asked for three years now, with all three tool attachments in one set. And for this it was even not necessary to design a new package, since all of the front scoop, concrete scissors, and scrap cutter are cleverly packaged in the hollow spaces of the Styrofoam packaging insert. Unchanged however is the use of screws and nuts to attach these, a double quantity are included, but it would have been wished for to have the attachments being made with quick change heads. For this, on the other hand, would have required a complete new set of castings and that would have led to higher costs for the consumer.

Despite all this, Baggermodelle is of the opinion that this excavator model is still one of the best on the market today. We refer to the extensive reviews in the issues mentioned above.

Also without any exterior changes is the model of the Hitachi ZH210LC-5, but the H in the designation stands for a hybrid propulsion system. The appropriate logo has been printed on at the right spot, but on the engine and the engine for the turning mechanism no changes were made. Again, for an extensive look at this model we can refer to the detailed reviews in the issues mentioned above.
The IFAT (Weltmesse für Wasser, Abwasser, Abfall & Rohstoffwirtschaft = World’s Leading Trade Fair for Water, Sewage, Waste and Raw Material Management) was held in Munich at the end of May. Sennebogen showed off the new 818E-M as the “Recycling Specialist” and in the best tradition, Conrad supplied the promotional model for it. The model is true-to-scale and the heavy weight indicates the high proportion of metal used in the production of the model. The lower carriage is mobile and has two solid support arms made from plastic castings at the front. There is a metal dosing shield at the rear that, unfortunately, tends to collapse inwardly when in use. The steerable front axle oscillates prototypically and a set of steps painted silver completes the details on the lower carriage.

The upper carriage is constructed from metal parts screwed together plus separately-applied details such as the ladder with handrails; exhaust and air filter are metal castings. Using a parallelogram kind of guiding system for the hydraulically-lifted cabin it is possible to reach a working height of 4.0 m. The steering supply lines for it are made from a flexible rubber material. The hand holds at the cabin are freestanding however, the grating and step with hand rails (typical but optional on the prototype) beside the cabin have been omitted. The nicely-detailed cabin has a two-tone interior. The window inserts have printed-on gaskets and window wipers. The model is equipped with the compact 6.40 m long K10 arm and the 3.80 m loading jib. The hydraulic lines are of a soft rubber material and are present even on the underside of the arm; they run from the jib out to the sorting grab attachment. The lines on the hydraulic cylinders are also freestanding. Thanks to the legendary Conrad functionality, it is possible for the model to obtain the prototypical working heights and reach. Hollow metal bolts, so typical for the manufacturer, are used in all joints on the model. The sorting grab is made from plastic castings; on earlier models this was still a metal item.

Surprisingly, Conrad presented a model of the 818E-M the Sennebogen at the IFAT ...
The mobile crane maker, Demag, produced the very successful and robust V70 mobile crane for about 20 years. Some of the approximately 3000 cranes sold are still in use today.

It is hardly a surprise that a variety of toy makers produced this crane in miniature. First out of the gate in 1961 was Wiking who sold the model in 1:87 scale. Strenco, whose factory was located in Nuremberg, launched a very nicely-done miniature model in 1:30 scale (article number 260) in 1962.

The model was made mainly from plastic castings and looks convincing because of the many details and functions incorporated by the innovative maker. For example, both of the hydraulic cylinders on the arm extend smoothly and can be locked in any desired position using a small collar screw mounted for this purpose. Also very convincingly modeled is the telescoping outrigger arm that can, just as on the real thing, be adjusted step by step (but without hydraulics) and arrested at the desired position with a collar screw. A special treat is the flanged head and hook made from a heavy white metal casting that includes the Demag logo. All dolly wheels at the tip and arm are made from solid steel and ensure that the rope is guided safely without twisting. A crank situated at the side operates the crane. As it is possible to turn the crane tower 360 degrees, it is possible to pick up loads in all directions. The twinned tires at the front and the heavy rope winch on the chassis guarantee the stability of the machine. All these features and manifold playing possibilities lead to the assumption that this model was used as an advertising model as well.

The toy-making factory of Strenco was founded in 1954 by Ludwig Streng. In addition to many nice toy models, Strenco also manufactured glass cases, calendar stands and other household goods from plastic, white metal or tin plate. In 1971, Conrad, the 1:50 model maker took over Strenco. In a future issue of Baggermodelle we will describe more of the remarkable models from Strenco.
Remo’s old Iron

Here you can challenge your expertise. Recognize the machine and win a model ...

by Remo Stoll

This beautiful machine was photographed in its homeland. The very old fashioned looking excavator does not have an engine to move from place to place. Instead it kind of walks back and forth by using its excavating arm. This very early type uses steel-rimmed wheels at the front and tires at the rear. Later on, the same excavator model was offered with an engine or with powered tracks. They were considered to be extremely robust because they were built without any frills.

Recognized? Then send us a post card with brand name and type on it and send it to us. Of course we also accept entries by email (address information can be found on page 42). The entry deadline is the 15th of August 2014. If there are more correct entries than prizes a draw will be held to determine the winners.

The prizes this time are: The Liebherr 81 K with a transport vehicle from NZG, the Liebherr L 576 from Conrad and the Caterpillar 966K from Tonkin.

Solution from BAGGERMODELLE 3-2014

The machine in question was a Caterpillar D5H LGP. Despite the degree of difficulty we needed to hold a draw to determine the winners. And they are: Albert Lutz from Grindel, CH (Switzerland), who won the Volvo EC480E from Motorart, Markus Oberholzer from Kaltbrunn (CH) who won the Liebherr R 936 in black “HMT” from NZG and Franz-Jackob Kolbeck from Furth im Wald, D (Germany) who won the MAN TGS M 6x4 Euro 6 with the Meiller three way dumper from Conrad. Congratulations to all our winners!
Nigel had an interest in earth-moving and construction plant from a young age as his father is an earthmoving and drainage contractor. In the mid 1980’s, at the age of 14, he started driving plant on school summer holidays, starting on a Volvo 860T dump truck. Subsequent years were spent on Cat D8 tractors and towed scrapers. Rather than leaving school at 16 and driving plant, he was encouraged to keep on studying which lead him to do a civil engineering degree at the University of Ulster in Northern Ireland. After completing his degree, Nigel started work in 1993 with Farrans Construction, a leading civil engineering and building contractor with their head office based in Northern Ireland with other regional offices in Scotland, South East England and Dublin. He started with Farrans as a site engineer working on several types of contracts including road, bridge, water treatment, pipelines and marine works, progressing to a site management level. 21 years later and he is still with Farrans, based in their head office in the role of civil engineering managing estimator.

Nigel’s model collecting only started about 12 years ago when he happened to call in to a local model shop and saw the caterpillar D11R Carrydozer and just had to have it! This started off the collecting bug and he averaged 1 new model a week for the first year. Things slowed down after that and today there are just over 400 models in the fleet, mainly consisting of backhoe excavators, articulated dumpers, bulldozers and scrapers. About a year after starting his collection, he was introduced to a few custom jobs done by a local collector and this started off interest in the custom work, starting with a mass excavation boom and dipper to convert a Norscot 5080 face shovel into a 375 LME backhoe excavator.

For the next few years, Nigel made a number of custom excavator conversions and was then asked to do a Krupp hammer to fit a Komatsu PC 1100. From this endeavour, he was encouraged to investigate the manufacturing of a number of different sizes. His first versions of hammers were made up from laser cut pieces of mild steel plate but unfortunately, these involved considerable time building so was put in touch with a local guy, Chris Irwin, who has the skills to make moulds and cast white metal and this led to the cast range of hammers and other excavator attachment accessories available today and highlighted here.

Screener Buckets

The latest introduction from Nigel Paine is an Allu screening bucket, designed for the economical screening of materials for trench backfilling or screening out rocks and stones. Two sizes of bucket are available, one to fit 20+ ton excavators and a larger version for 35+ ton machines. Both models feature three rotating screener bars at the back of the bucket with a red paint finish and black trim, finished with Allu logos and markings. The larger bucket has a saddle specifically designed to fit the coupler on the Caterpillar 330D/336D/336E from Norscot.
**Hammers**

Nigel’s portfolio of attachments includes a range of three hammers of the Montabert design, the smallest of which, the V1800 will fit 20-25 ton size excavators with a stick width of 7 mm. The V3500 mid size hammer is rated for 35-50 ton carriers and has a saddle width of 10mm while the largest V65 hammer has a saddle width of 12.5 mm and is suitable for excavators in the 70-90 ton weight class, ideal for the Cat 374D excavator from Norscot. Each hammer is cast in metal with good surface detailing and an authentic colour scheme.

The range of Atlas Copco hammers are now in their third generation and have more fine surface detailing with authentic painting and graphics. Five different hammers (MB1700, MB3100, MB4100, MB7500 & MB10000) ranging in size from 20-25 ton up to 110 ton are now available to fit a wide range of tracked excavator models. The MB3100 is available with a coupler bracket for the Cat 330D/336D and the MB4100 can fit the coupler of the Liebherr R936.

**Couplers**

Shown here is a new range of quick hitches just out of the mould. The line up includes 4 sizes of hitches which will cover most 1:50 scale excavators from 20 t to 90 t machines along with the odd 1:35 and 1:32 scale machines. The hitches all fit the rock hammer range and Nigel hopes to have a few digging and grading buckets available in the coming weeks.

The smallest is for 20 t size machines with a dipper width of 7 mm and an attachment width 7mm with a pin pitch 9-10 mm. The next size is for 30-40 t size machines with a dipper width of 8.5 mm and an attachment width of 7 mm with a pin pitch of 9-10 mm. The third size is for 40-60 t excavators with a 10mm dipper width, a 9 mm attachment width and a pin pitch of 11-13mm. The largest coupler fits 60-90 t machines with a dipper width of 13 mm and an attachment width of 11.5 mm with a pin pitch of 14-16 mm.

**Chris Irwin**

Chris Irwin, as well as casting the white metal attachments for Nigel, has introduced several items himself. Chris has been building models for over 20 years and until recently, all the models were farm and construction related in 1:32nd scale. He has now started to build 1:50 scale attachments and the first release is a Dig-A-Crusher crushing bucket to fit 30+ ton excavators. The bucket is available with a saddle to connect directly to the quick coupler of the Caterpillar 330D / 336D model from Norscot while it is also available with a pin-on saddle allowing it to fit any excavator model with a stick width of 10mm. The latest attachment from Chris is a Geith ripper tooth which will fit the largest of Nigel’s couplers while also fitting a coupler produced by Chris himself.

**Geith Ripper Tooth**

For more details on these items or to place an order, contact Nigel direct by phone on +44 (0)2886 748331 or by email njpaine@btinternet.com and to order any of Chris’s attachments, you can contact him by phone +44(0)7512 695583 or by email Irwin.c@o2.co.uk
When the Schuco Liebherr TA 230 Dumper first appeared on the market its detailing was rather sparse. While the mirrors and hydraulic lines are partially there, the collector readily notices that other parts are missing. For example, the rear bin flap used when transporting fine earth material on the prototype, is an optional attachment and Schuco did not include it with the model. This and many other etched parts are included in the upgrading kit from MLM. For example, as well as the rear flap and the auxiliary frame necessary for the operation thereof, it includes a protective cage for the rear window of the cabin, a protective grille for the exhaust as well as two hand rails (optional on the prototype) as well as several chain shackles and spanners.

The Schuco model of the Liebherr TA 230 can be improved considerably with the photo-etched detail set from MLM Modelbau ...

How to upgrade the model with the kit

The protective cage for the exhaust is easy to bend into the correct shape thanks to having etched-in folding lines on the inside. This improves the look of the exhaust considerably, especially when painted. The same goes for the cabin protection cage which is just clipped on. The handrails in the kit have come out a bit too small and the upright supports are not correct when compared to the original. To be prototypically correct, the rear flap should be re-enforced with 2 mm thick Polystyrol sheet stock. When bending the part it is important to insure that the flap mechanism is made to operate past the hydraulic cylinders that may need to be adapted slightly. To attach the rear flap assembly it will be necessary to drill two small holes and to bolt the lot together with some pins cut short near the head. Especially for the flap that is un-painted on the original, it would have been advantageous to use a material other than brass for the etchings to make the part look more like the original; now it does require painting. The rope or chain to make the connection with the auxiliary frame has to be made by the modeller and is way over scale when compared to the original. To paint the model the author used a chrome lacquer for the raw metal parts. For the grey parts we recommend RAL 7012 stone grey, Revell colour 378, or Humbrol 79. All come close to the Liebherr grey.
Liebherr LR 634 as a tracked Welder

Instead of loading

by Urs Peyer

It takes many different machines to build a pipeline. The most important ones are the pipe layers and the welder. All kinds of vehicles have been adapted for this purpose, including bulldozers, tracked loaders, rubber tracked tractors and even a combo pipe layer tracked welder. For the conversion of the tracked welder in this article, a Liebherr LR 634 from Conrad or the Caterpillar 963D from Norscot is suitable. The upper modules on the tracked welder are from NZG’s SR714 welder.

Disassembly

The screw that holds the two yellow parts of the model together is hidden underneath the cabin on the Conrad model. The cabin is only clicked in at the rear of the engine cowl. This means that the cabin has to be gently pushed forwards and upwards at the same time. The ripping tooth at the rear is attached with four small bolts. Lifting assembly, lifting and dumping cylinders can be removed by drilling out five small hollow rivets.

The front part of the platform on the tracked welder from NZG, were the crane sits, has four press-fitting lugs (two each left and right) were it is attached to the rear part. These are now sanded off flush and, using a centre pin punch, are pushed out so that the platform can be separated into two parts. All other connections between the dozer and platform are screws. The carrier cage for the oxygen flasks can also be removed using the technique explained above. The auxiliary oil cooler is plugged in; the crane and the box at the front right can be removed by unscrewing them, as can all the structures at the rear. The floor of the rear is now cut off from the rest of the platform, however 1 mm of it has to remain so that the floor is slightly larger than the structures (see picture 1).

Assembling with modifications

The floor with the structure elements at the rear of the upper carriage with the welding generators needs two new brackets. These are made from two pieces of 1.5 mm ABS sheet stock (picture 2). The upper hole is drilled out to Ø 2.5 mm while the lower measures Ø 2 mm. The two drilled holes correspond to the two holes in the frame where the ripping attachment was fastened (picture 1). As the distance between the new plates (26.5 mm) and the old ones (17.5) is larger, some of the diagonal running struts underneath have to be removed (picture 2). The two newly-constructed holding pieces are now glued together with the bottom piece. The distance between the bottom piece and the lower edge of the chassis is 22 mm. Three of the four screws removed earlier can now be used to re-attach the rear assembly. The red box with the fire extinguisher is from a truck accessory kit.

The connection piece between the front platform and the tracked loader is made from five, 2 mm ABS sheet stock pieces (2 main plates, 1 rear wall and two cross members for reinforcement, see pictures 3 and 4). The two Ø 1.6 mm drilled holes correspond with the holes that were previously used for the lifting mechanism and the lifting cylinders (pictures 3 and 5). The distance between the floor and the underside of the platform measures 19 mm. The auxiliary oil cooler is re-attached to the ABS sheet stock piece in two new holes drilled for it (picture 6). The front part of the original platform is now glued together with...
the newly-created ABS part. If you want the crane to fold down completely then the platform length has to be increased by 4 mm. The box with the two doors at the front left side, can now be screwed or glued back on to the platform. To make it possible to “hook up” the hydraulic lines for the crane, the ABS back wall part has to have two Ø 3 mm holes drilled into it (picture 4 and 6).

List of materials used

<table>
<thead>
<tr>
<th>Material</th>
<th>Specification</th>
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</thead>
<tbody>
<tr>
<td>Basis model</td>
<td>Liebherr LR 634 (Conrad 2809) Liebherr SR 714 (NZG 855)</td>
</tr>
<tr>
<td>ABS sheet stock</td>
<td>1.5 mm and 2.00 thicknesses</td>
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<tr>
<td>Triangular profile stock</td>
<td>ABS 2.5 mm (between front platform and rear wall as reinforcement)</td>
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<tr>
<td>Round stock</td>
<td>Aluminium Ø 1.6 mm</td>
</tr>
<tr>
<td>Round head rivets</td>
<td>2 x 2.5 mm and 2 x 2.0 mm</td>
</tr>
</tbody>
</table>

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Diorama part II
Cobbled together

by Markus Lindner

Roads made from cobblestones can be found in many old city quarters and are being re-installed at some historical sites. There are several options available for the modeller to imitate these surfaces on our diorama scene. Surface sheets and stick-on foils available mostly for 1:87 and smaller scales are too regular in texture and look sterile. They are reasonably priced and quickly applied when compared to the current scratch building method of engraving every single cobble into the slightly-damp plaster surface with a hobby knife.

A better option is the ready-to-use cobble streets produced by Vampisol (www.wampisol.de). Their product line is made from a special kind of dental plaster and because of the different sizes of the individual stones in the products offered, it is possible to use items of both the 1:87 and the 1:45 lines for our 1:50 scale diorama project. Several kinds of cobblestone sheets are available such as segments and large format cobblestone sheets. Thanks to an ingenious interlocking system, it is possible to make streets that lead into squares, driveways and so forth very easily. Sidewalks and other detail parts round off the program. Included in each set are detailed instructions so that even diorama novices will find it easy to follow the simple steps. By the way, with these products it is easy to simulate a parking lot or court for a long-established construction company or freight delivery enterprise.

On our sample diorama we used the Vampisol plaster elements to simulate a typical road in a “run down” part of an industrial estate. We used the 1:45 street cobble and the 1:45 large cobble format sheets for the driveway. As a visual barrier at the back and side we modeled a factory wall made from construction cardboard and sheet wall stock. On it we spread some fine spackling compound and fine sand. A large roll-away gate made of corrugated cardboard and plastic shapes rounds off the scene. The lot was weathered with powdered paint pigments and heavily thinned down water colour paints.

Detailing of the scene
The street light is from Beli-Beco (www.beli-beco.de) Because of the increasing renaissance of 0 gauge models, the accessory-producing companies specializing in scale lights have been producing a great many different kinds of lights suitable for 1:50 scale.

But let us return once more to our country road described in detail in the last issue. The most important details for streets outside of built-up areas are the roadside protection installations. They are, depending on the road, marker posts and guiderails. Unfortunately, none of these items is available in 1:50 scale. For our diorama, we used 1.5 mm styrene rods. The black parts were made from black decal foil. The usual distance between the two posts is 50 m, so 1 m on our model, however the distances are smaller, so that when viewed at least five posts should be seen. Guiderails for sharper curves and exposed places can be made from plastic profiles. Another very important detail is the traffic signs. These can be found in the internet and scaled down to the proper size and then printed on pa-
per that is of a thicker grade than the normal copy paper. Attached to posts made from metal or plastic rods, they can be planted at the appropriate places. Sewer lids and canalisation access hatches found on roads inside villages and built-up areas are available in 1:50.

Other countries, other customs

The country road section illustrated here is distinctive to rural Germany as is readily recognizable by the road markings and signs. In other countries, rules for the installation of marker posts, signs and street lines are different. Additionally, street signs are often distinctive to the location of the street, for example, the signs for moose crossings in Sweden or kangaroo crossings in Australia. These are some of the tools that allow a diorama builder to locate his/her road in a specific locale.

Landscaping

In comparison, the environs of the country road is designed quite simply. The largest part of the foreground is the surface of a ploughed field. The furrows are simulated by engraving them into the foam surface with a V-shaped router bit. When finished, coffee grounds are sifted and then brushed on to white glue thus making a great freshly-ploughed field. The remainder of the space is mainly given over to grass (grazing space). Here we use an electrostatic applicator to apply different lengths of grass fibres. It is important not to mix grass fibers from different seasons, like spring and fall for example, but to use grass colours that complement each other to get a very natural looking surface. To ensure that the surface is not even, we strategically place some grass tufts that are taller. The whole of the rear of the diorama is given over to simulated “wild” grass; here we use grass imitation mats. Imitation mats from Polak for shorter “wild” grass and for the taller vegetation of the wet lands we use the new Noch Natur und Wiesen (Nature and meadow) grass mats, #00400ff. This product already has different height grass fibres that are attached to a clear foil making it easy to achieve a realistic result. However, it is important to blend the sections of the different mats used to achieve a believable result. The surface of the farm track in the front section is made from the Noch surface paste in an earth tone; this material is also used to build the ditches for the road. The verge beside the road is usually made of fine gravel and some grass and is called a “gravel lawn” in Germany. To simulate this we apply fine, sifted gravel and add a few fibres (compared to the grass areas) to simulate this. It is now possible to present your models from their best side on the finished diorama. In the next installment of the series, we will show how to simulate road construction on our model diorama.
A short while ago I visited the gravel pit of the Sagrave company at Lake Geneva to enquire as to what had happened to the Landsverk L-190. As three years previously, the shop foreman Pascal Reber welcomed me with open arms.

The Sagrave SA, founded in 1912, is one of the leading suppliers of building materials. Around Lake Geneva, they operate a quarry and several gravel pits, as well as a modern transportation fleet on the road and on the lake.

Despite the many modernisation and investments in modern equipment, they have retained a Ruston-Bucyrus 38-RB drag line excavator that is kept in top mechanical condition and is used for the harvesting of washed-up logs.

First visit

In 2010, the manager, Hans-Peter Arnold was very kind and gave me a tour of the well laid out site. The excavating of gravel from the lake was then handled by the Landsverk L-190 and a stationary electric drag line. Both of them deposited the aggregate into large funnels that directed the material via a conveyor belt to the wash and sieving stages. Hans-Peter Arnold mentioned that a modernisation of the sand and gravel pit at Le Bouveret was in the plans and already standing behind the drag line excavator was a modern Hitachi hydraulic excavator with long reach arm. This meant that the performance I witnessed at the time was due to lucky circumstances and was a special treat to watch. The giant did not shudder at all as the shovel with a capacity of 2600 l wet material was pulled out of the Rhone River. The very quietly-running mechanism and the sound of the Scania Vabis six cylinder in line engine were unique. The robustly built under-carriage of the excavator is a special heavy-duty type. Later on, the same under-carriage was used on the next model, the KL-290. This means that the L-190 in Sagrave is actually a KL-190, the shop foreman Pascal Reber explained to me. The dragline alone weighs in at 100 t. During the demonstration of the excavator we also looked into the engine compartment. In its large engine room the 200 hp Scania engine looks almost small. The power is converted by a dynamo and gives plenty of power to the unit. The excavator operator mentioned as well that the machine, when operated normally, uses only 13 to 15 l of diesel fuel per hour. The tank, according to the log book, had a capacity of almost 500 l. It was built in a series of only 9 units, while 15 units were made of the following model, KL-290. Sagrave purchased the used excavator in France in 1993 where it had already worked for 29 years and it continued working without any problems until 2011.

Landsverk from Landskrona

The Swedes installed a central lubricating unit operated with compressed air in 1964. This unit had to be operated manually twice a day, according to the instructions. This made the daily maintenance much easier, remarked Pascal Reber. The pneumatically-steered excavator models L-190 and KL-290 (1961-1967) were the largest machines produced in the Landsverk program. Depending on the lower chassis used, the machines weight in at 82 to 100 t. An L-190 machine with lattice mast and front scoop and a higher mounted cabin for material transfer was also produced.

Landsverk from Landskrona introduced its first cable-operated,
tracked excavator in 1946. The beginning of the factory goes back a bit further to when in 1850 Johann Peterson opened a blacksmith shop. Later on his two sons converted it into a machine shop and factory. There they produced machines for the brick making industry, train engines and steam rollers. In 1961, Landsverk was absorbed into the well-known firm of Kockum, which made its name in ship building and the building of earth-moving machinery. In 1982 it was taken over by Volvo BM and in 1985 integrated into the newly-founded VME group. Finally, in 1970 the production of the almost indestructible, Landsverk machines was terminated.

A lucky break

But what happened to the machine that was at Le Bouveret? The man in charge of the machine shop, Peter Reber, smiled and pulled me over to the computer where he showed me some pictures of the Landsverk being transported away. Sagrave was fortunate to find a buyer in southern France, where they operate extensive sand and gravel works and already have several large drag line excavators. There the L-190 will be converted to operate with an electric engine and will be at work again soon.

Bibliography: Kockum Landsverk Interconsult by Georg Loehr, Published by Verlag Podszum.

New Medias

Meine Wiking-Autos
By Ulrich Biene, published by Delius Klasing Verlag, 168 pages, 420 pictures, hard cover, 29.5 x 27.5 cm, ISBN 978-3-7688-3719-4

The third book from the very well-known author and Wiking specialist presents us with a slew of historical and current pictorial material. Running parallel to this, the focus of the texts are the stories “behind” the models and their makers. A large number of the photographs shown have been shot on dioramas or street scenes and this makes for authentic-looking models. Fascinating too for example, is the story about the co-operation between Wiking and the Swedish Importer Eskader that led to the production of the Scania model. Or how, at the beginning of the container transport at the end of the 60s, the company decided to jump into the market and produce some very colourful container models. The picture at the end of the book showing a cigar box full of Wiking models, all treasures found in an attic plus other attic finds, rounds off the book very nicely.(dw)

Liebherr – Historic Telescoping Cranes

As the subtitle of the book promises, the historic telescoping cranes from the AUK 40 T to the LT 1650 are introduced in great detail, as we are used to from the authors. The focus of the book is the time frame from the 60s to the 80s. This was the time when the LTM cranes were developed from the LT series. Not forgotten in the book are the LT 1400 and LT 1650 that never went past the project phase but are shown here as metal models in 1:50 scale. Also included are the cranes built under licence in Algeria and the ones from “Metalna” in the former Yugoslavia as well as the different special request models that were made for collectors from LT components. (dw)
The Bärlocher Company was founded in 1890. At that time, work in a quarry was done by hand, and horses were used in the transportation of the finished stones. For customers around the shores of Lake Constance, sail boats were used. As one can readily see from old pictures, some of the finished stone blocks were very large and had a weight of over 10 tons. The refined technique of applying the laws of lifting with the law of gravity was used very well by our forefathers during this process. Trials with pneumatic hammers were first made in 1935. The first compressor used by Bärlocher AG can be seen on one of the pictures. It was very difficult to convince workers to use these new techniques. People were still somewhat afraid of new technologies at that time and wanted to cling to the old and proven ways of doing things. In the next issue, our second part will tell you about the company’s first construction machine.

Novartis Basel: School instead of Office

The former office building of Novartis, including basement space and three upper floors, has a total interior space of 140,000 m³. The Canton of Basle-City is building a new elementary school as well as a subdivision with 80 units. The gutting and deconstruction as well as the recycling of materials is undertaken as a complete contract by Aeberhard Bau AG and Eberhard Recycling AG. The work on gutting of the core began in February. When the flat roof was taken off, a 60 cm thick Styrofoam insulation layer was found underneath the concrete roof slabs; the Styrofoam had to be recycled. In order for the big excavator with its 30 m long wrecking attachment to start its work by the end of May, a 50 t excavator had to demolish all attached additions first and then work on the main building could begin. For filling in the basement, concrete rubble will be used as temporary fill. Once the water retention part of the construction has been completed, it will be possible to de-construct the basement walls and floor. The 15,000 m³ of concrete waste, including the rubble from deconstructing the basement, will then be transported off site. The estimated completion date for the project is the end of September 2014.
News in brief

BECO Off-Road dumping bin

As anyone who has ever driven by a construction site in the Netherlands knows, there is only a shallow layer of humus underneath which is nothing but sand. It is hardly surprising then that the Dutch are always coming up with new ways of moving the sand from A to B. Stacked dumping bins transported by trucks on roads are a common sight. BECO has now entered the market with an Off-Road version. The bins are available in four versions that have capacities between 50 and 80 tons. Three-axled articulated trucks in the 25-40 ton class are used as platforms for these bins. (up)

Caterpillar 349H UHD

The German Caterpillar dealer Zeppelin has contracted STC in the Netherlands to build some wrecking arm attachments for the Caterpillar 349E excavator. The arm has three parts and weighs in at 3 t. It can reach a maximum working height of 29 m. To improve the stability of the demolition excavator, it is possible to widen the chassis of the machine hydraulically to 4.8 m. The basic model of the 50 ton class has a weight of 65 t after the conversion arm is added. The cabin can be inclined thus improving the operator’s vision of the attached tool arm. (up)

Liebherr R926 compact

Liebherr is replacing its first short radius excavator, the R924 with its new model R926 compact. The maximum working weight is 28.9 t. As a propulsion system, the machine has a 4 cylinder in line of the exhaust control step IIIB and is capable of producing 120 kW. The new and longer cabin affords a great view of the work area. The rear turning radius of 1700 mm remains the same as before. Three outrigger arm options are in the delivery program: mono boom, articulated arm and a sideways articulated arm. Three jibs, 2.35, 2.65 and 2.95 m in length are available. (up)