

Model review

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MODEL REVIEW by John Jesson

HAG Re 4/4 II. Cat. No. 165/166 (red). Also available in green Cat.No. 167/168

Announced in 1984, the new HAG Re 4/4 II has been available in Britain from mid-summer. The wait has been well worthwhile, as we now have a mass-produced scale model of the SBB maid-of-all-work which looks and runs very well indeed.

Technically, the model follows established HAG practice, with a hefty bogie-mounted motor (in the Marklin/Fleischmann style) driving both axles of one bogie by means of metal spur gears. All four wheels of the motor bogie have traction tyres fitted. Current collection is from all eight wheels, and is routed via contacts to the body, which contains a 2-rail/overhead changeover switch concealed beneath part of the roof equipment.

Performance is to the usual high HAG standard. The transmission whine is realistic at slow speeds, if a little noisy at normal running speeds. However, running-in would probably improve this. The all-metal construction, and the four traction tyres, give the model good adhesion, while the type of drive enables the loco to overrun dead spots in the track with no difficulty.

The body is a very good metal casting, to which are added plastic guard-plates and roof details, wire cab and front handrails, and sprung buffers of the correct pattern. All windows are flush-glazed with tinted clear plastic. Windscreen wipers are separate mouldings, as are the axlebox speedometer cables and crests. Headlights of the new SBB design are provided, and are lit according to the direction of travel. An accessory set is available (cat. no. 165 043 960) containing screw couplings, air pipes/jumpers, guard plates (without coupling holes), and NEM coupling boxes.

The model is finished in the new red livery and carries the number 11380, allocated to Zurich. The standard of finish is very good, both as regards the paint job and the inscriptions, which are clearly printed throughout.

Overall I have only two criticisms. The motor bogie has about 5 mm longitudinal play in the chassis, which could be cured by carefully squeezing the chassis, while the second is the lack of the bottom cab steps.

The introduction of this model prompted a comparison with the existing Fleischmann, Jouef and Lima models. The results are shown below and are continued on page 29, and cover dimensions as well as different features of the various models. It should be pointed out

Dimensions in mm.	Length over buffers			Length over body			Height			Width		
	1:1	1:87	model	1:1	1:87	model	1:1	1:87	model	1:1	1:87	model
HAG	15410	177,1	177,3	14110	162,2	162,0	3805	43,7	43,0	2950	33,9	34,4
Fleischmann	15410	177,1	181,4	14110	162,2	167,0	3805	43,7	44,5	2950	33,9	35,3
Jouef	15410	177,1	176,6	14110	162,2	162,2	3805	43,7	42,6	2950	33,9	34,2
Lima (Swiss Express)	14900	171,3	169,9	13600	156,3	155,5	3800	43,7	44,0	2950	33,9	34,2
	15520	178,4		14110	162,2							

Dimensions in mm.	Bogie wheelbase			Wheel diameter			Buffer height			Buffer separation		
	1:1	1:87	model	1:1	1:87	model	1:1	1:87	model	1:1	1:87	model
HAG	2800	32,2	33,0	1250	14,4	14,1	1050	12,1	12,2	1750	20,1	20,1
Fleischmann	"	"	32,0	"	"	15,0	"	"	13,3	"	"	24,0
Jouef	"	"	32,2	"	"	14,3	"	"	13,0	"	"	20,0
Lima	"	"	33,8	"	"	14,3	"	"	14,0	"	"	19,8

	Buffers	Front handrail	Bogie detail	Wheels	Pantographs	Roof detail	Treadplates
HAG	correct (sprung)	wire (painted)	very good	plated	good	very good	very good
Fleischmann	correct	wire	good	plated	good	fair	smooth
Jouef	wrong	plastic	good	plated	good	fair	smooth
Lima	wrong	plastic	very good	dull	good	good	smooth

	Windows	Crest	Cab steps	Handrails	Paint	Inscriptions	W/Wipers
HAG	very good	separate moulding	no	wire	very good	very good (no's printed)	very good
Fleischmann	very good	moulded	yes	wire (crude)	very good	good (no's raised)	good
Jouef	poor	printed	yes	plastic (crude)	fair	fair (no's printed)	none
Lima	very good	printed	no	moulded	good	good (no's printed)	good

	Cab interior	Jumpers	Weight	Number	Allocation
HAG	yes (driver)	no (i)	410g	11380	Zürich
Fleischmann	yes (driver)	yes	300g	11156	Lausanne
Jouef	no	yes	375g (ii)	11166	Lausanne
Lima	yes	no	300g	11112	Zürich

(i) Jumpers included in accessory set.

(ii) Includes added lead weights.

that the Lima model is of the earlier series, which have slightly different dimensions to the later locos, and that my model is of the orange/grey 'Swiss Express' version, which should have an extended bufferbeam to accommodate the auto-coupling. (*Review sample kindly supplied by Victors model shop*).

NEW MODEL REVIEW by S.E. Staff

HRF.

The latest model to come from this company is the SBB Brunig HGe 4/4 in scale HOm. The model is quite breathtaking in detail, but to be truthful that has to be expected with a price tag over £400. Two models are available, Meiringen No. 1991 and Giswil No. 1992. As is the case on the model of the Deh 4/6 the rack drive on the locomotive is operational, and can pull quite heavy loads up a very steep incline when used with the HRF rackrail.

Samples of the new HRF ready assembled track were received. Supplied in lengths of 100cms. In both samples supplied the sleepers are simulated steel, coloured either light rust for new rail or dark rust for old rail. Rail is code 70 and is prepainted. The UK price will be around £4 per length. The track will match perfectly with the points used by Ferro Rail or Old Pullman.

LIMA

The HO scale model of the SBB RAe II TEE, is now available. The 4 car unit comes complete with many detailing parts, including wiper blades for the windshields. A new motor system has been fitted, which gives a much more realistic speed range. The general finish of the model was good except for the inserts for the flexible coach gangways and the couplings. On curves it was found that the coach gangways, which just plug in whilst assembling the set, came away from the coaches and on tight curves almost fell out. The coupling system can come undone when the train is negotiating a point network if the track is not perfectly smooth.

ROCO

What must be the best model yet has just arrived, and that is the SBB Ce 6/8 II. This model with metal housings at each end and a plastic centre housing is supplied in the brown livery as used by the SBB in early days. Detailing is excellent, and the pulling power is more than enough for those modellers lucky enough to have the space to make use of it. The wheels and coupling rods have been chemically treated to give them a more natural look.

Hobbytrain

"N" scale. Two models of the ubiquitous Re 4/4 I are now in the shops. The first model is the original type with four windows on each side and a central door in each cab end. Handrails are picked out in silver. The running numbers are 402 (Cat No. 11023 and 426 (Cat No 11026). The second model is the rebuilt type with eight ventilators