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less than four Re 6/6's, all on the front end, and undoubtedly a loco - balancing exercise, as the train certainly didn't need such power.

The Ae 8/14 11852 is at Erstfeld, but is not in working order nor, apparently, is it likely to be. The 'plinthed' crocodile 14270 has suffered from vandalism, with various 'bits' going missing. I am sure all members will join with me in deploring this so-called 'enthusiasm'. On a happier note, on Friday 18th both of Erstfelds Museumloks were to be seen on the track. 14253 ran light engine to Altdorf, returning light a short time later. (Was it to keep the wheels shiny or because the depot knew I was intending to photograph it?). 11801 double-headed a freight to Arth-Goldau as booked and returned somewhat late with a massive train of about 60 - 70 wagons, which was too long for the loops at Erstfeld and effectively blocked in a northbound freight for a short time.

Another member has told me that during the complete closure of the Gotthard line, many trains were diverted over the Lötschberg/Simplon route, and the HLS took a trick from the SBB's book by cutting in an assisting loco partway along the train, often an Ae 6/8. (Swiss rule surely must be to never scrap anything that might be useful.) Other observations made during my travels can be summarised as follows:

- + Highest number 'Kolibri' seen was 2115, at Rorschach depot.
- + Some 'Kolibri' trains seen minus the power car, with Re 4/4<sup>II</sup> instead.
- + 2110 (formed with one red-doored coach) was working services in the Zug/Luzern/Arth-Goldau area Tuesday 22/9. Also at Erstfeld 23/9 morning.
- + Zürich Airport - Luzern push-pull service with ex-Swiss Express stock mostly powered by red or green Re 4/4<sup>II</sup> locos. Only 'complete' train seen on Thursday 24/9 (with 11109). Extra coaches frequently hung on the back, necessitating shunting at ZH Hbf.
- + The earlier Re 4/4<sup>II</sup> now seem to be fitted with the later style of buffers, and some locos have had the diamond pantograph replaced by a single-arm type.

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1947....EISENBAHN & MODELLBAUFREUNDE LUZERN.....1987

The 40th Anniversary of the Lucerne Model Railway Club. (EMEL)

On Saturday 19th September, EMEL held its 40th anniversary celebrations in fine style. Naturally enough, the proceedings, which were a closely guarded secret, got under way in the Verkershaus at Lucerne with wine and light refreshments followed by a trip in the museums 'Spanish Bun' train and a short walk to the old Hotel Seeburg halt on the line between Lucerne and Meggen. There we joined a



reserved coach on the Lucerne - Arth Goldau local train, which took us to Arth Goldau. Outside the depot of the Arth Rigi Railway we had the chance to examine how work is progressing on railcar no. 6. So far, the chassis has been just about completed, with some parts having to be made anew, and attention can now be turned to the body.

We then joined our special train to Rigi Kulm (starting from the depot) which was formed of railcar no. 7 pushing the 4-wheel brown and yellow trailer and one of the open wagons. Much puzzlement was generated by the presence in the open wagon of a sofa, but all was to be revealed ! Just before reaching the short tunnel which the ARB boasts the train came to a sudden grinding halt. In the middle of the track in the tunnel mouth was a four-piece accordian band, cheerfully playing their instruments !

The reason for the sofa was now clear, as the band boarded the wagon and serenaded us for the rest of the day. Our journey continued to Rigi Kulm, with photo stops en route. There was time there for a quick drink and a walk to the summit before returning to Rigi Staffel, where our train berthed in the loop. On the terrace behind the Rigi Staffel hotel, tables had been set out for us, and a leisurely meal was served, complete with a choice of wines. We had been blessed with a wonderfully clear day, without any haze. The mountains to the south and east, crystal clear, made a perfect setting - surely one of the most beautiful anywhere in the world in which to enjoy such an occasion.

By the time coffee was served (with additive !) the light was rapidly fading, and had gone completely when we were summoned to re-join our train. All other trains, both on the ARB and VRB had long since gone to their depots, leaving our special in lone splendour. Before leaving, we could look down on Lucerne from the VRB platform - a truly memorable view of all the lights of the town unobscured by any mist.

On the way down, when we came into view of Arth Goldau and the lake, the driver stopped the train and turned off the lights. After a few minutes we continued to the terminus in total darkness - a fascinating experience.

I left the group at Arth Goldau to make my way to Erstfeld, while the rest travelled back to Lucerne. It had been a memorable day, and I must thank the organisers and especially Rudi Steinmann, the club Secretary, for making me so welcome.



20 8179 L	11635 'Muttentz'	(green)	
20 8183 L	11605 'Uster'	(green)	
20 8184 L	11637 'Sonceboz-Sombeval'	(red)	
20 8184 S01	11629 'Interlaken'	(green)	Limited edition

The Lima Re 6/6 is a completely new model, incorporating nothing of their early effort of some years ago. The chassis is cast metal on which is located a double-ended can motor driving the two end bogies through universal joints. Each end of the motor shaft has a flywheel mounted on it, and a further cast weight is fitted behind the bodyside windows and is cast to represent the loco interior.

Current collection is from all powered wheels by means of wires bearing on grooved extensions on the backs of the wheels. One wheel is fitted with a traction tyre. The centre bogie has about 11mm sideplay, including the sideplay of the wheelsets within the frame. The powered bogies also have sideplay, about 3mm, ingeniously arranged by mounting each of them in a yoke which is pivoted at the inner end and free to slide from side to side at the outer end. These arrangements allow the model to negotiate the very tight commercial radii, down to about 13 inches. It also allows it to sit on the track skewwise, although it seems to run true, with no tendency to 'crab' along.

Performance is pretty good. My archaic H & M Powermaster allowed a minimum scale speed of about 15 kph, but a decent transistor controller would probably reduce this figure. The maximum was about 180 kph running light. 14 coaches reduced this to about 120 kph on my very sharply curved test track, and 16 coaches caused a struggle. Although there was little difference, performance was marginally better with the traction tyre fitted bogie trailing. (The limited edition model of 11629 is fitted with two traction tyres, one on each of the powered bogies. As far as I can tell, this is the only difference between this model and the others.)

As can be seen from the table, scale accuracy is very good. This extends beyond the overall dimensions to such main features as ventilator grills, side and cab windows and depth of 'skirt' (the grey area below the white bodyside line).

The quality of finish is a marked improvement over the RAE TEE set that I wrote about in 'Swiss Express' no.9. The basic colours are smooth and unblemished, and the printing superb. Ownership lettering, crest outlines, cab handrails, and class and builders plates are raised and picked out in silver (white for the Swiss crests at each end) where appropriate. The town crests, names, numbers, allocations and sundry other markings are clearly printed and quite legible.



The accompanying bag of detail parts contains two sets of snowploughs for use with or without couplings, windscreen wipers, speedometer cables, brake pipes and Swiss crests for the ends. The pantographs are sprung but are not connected electrically. Lima market a conversion set to allow the model to be operated from overhead catenary. (Ref. 60 2976) For, I believe, the first time, an exploded diagram of the model is provided, giving spare parts numbers - very useful (IF you can get them from Lima).

Overall, this is an excellent model. I have only two criticisms - the buffers should be of the thich-shank OLEO type instead of those provided, and the cabs are numbered wrongly. Both cab doors have been marked I, aith the opposite sides of the cabs marked II. Several parts of the model can be fitted either way round. The correct way is as follows. With the SHB-CFF side facing you, cab I is on the right, cab II on the left. The Indusi equipment is between the centre and right-hand bogies. The centre bogie has its speedometer cables on the side facing you.

Basic dimensions	1:1	1:87	model
Length over buffers	19310	222,0	221,7
Length over body	18010	207,0	207,9
Height (cab roof)	3932	45,2	44,5
Width	2950	33,9	33,8
Bogie wheelbase	2900	33,3	33,3
Bogie centres (2 x)	5700	65,5	65,5
Wheel diameter	1260	14,5	14,5
Weight			425 g
Other dimensions (scaled from plan)			
Ventilators		29,3	29,2
Side windows (length)		15,9	16,0
" " (height)		8,3	8,0
Cab side window (width)		6,9	6,8
" " " (height)		9,8	9,2
Skirt depth (under cabsides)		6,3	6,3
" " (under body)		5,2	5,2

Any improvements I may make to my model are likely to be of a minor nature, which maybe I can write about in a future issue.

My model was supplied by Victors.

Price £ 39,53p

#### BRIEFINGS

AOMC - New railcars Nos 1 ('Vaud') and 2 ('Valais') have been delivered but one of them (which?) was badly damaged in an accident when, it is understood, a driver failed to wait at a passing loop. As our American friends would say, there was a 'cornfield meet' : unfortunately, 11 passengers were slightly hurt.

BDeh 4/4 No 105 has been delivered by Schindler/BBC in good time for the opening of the upper extension of the line from Champéry to the base of the Planachaux cable line.