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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 SBB-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.

ASD - The naming of two of the four new EDe 4/4 railcars (Nos 401-4) provide a good test of one's knowledge of French. 401 is 'Ormont Dessus' and 402 'Ormont Dessous'. Nos 403 and 404 are uncomplicated, being 'Ollon' and 'Aigle' respectively.

FART - Travel NOW ! Buses will replace rail services on the road and reserved track section in Locarno in February 1988. In 1990 it is expected that the line will reopen in tunnel between Ponte Brolla and Locarno FFS station.

SBB/CFF/FFS - New Re 4/4^V will be numbered 10500 - 23.

MONTE GENEROSO - Thanks to a report in 'Modern Tramway' we now know the fate of the diesel units. No 4 is in reserve; No 3 is a kiosk at Capolago; No 5 and trailer No 2 form a motorway cafe at Mendrisio and No 6 was sold to an unnamed private buyer. It is interesting to note that No 4 had been buried in a landslide and recovered for overhaul.

(Acknowledgements to Eisenbahn Amateur, Modern Tramway and Railway Gazette International)

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