

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 2 (1988-1990)
Heft: 5

Artikel: A nit-pickers guide to a better Bahn. Part 8
Autor: Jesson, J.
DOI: <https://doi.org/10.5169/seals-855302>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 09.12.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

A NIT – PICKERS GUIDE TO A BETTER BAHN

PART 8

By J. Jesson

Background

Probably everybody is familiar with the Re4/4II locomotive, which has become the maid-of-all-work over much of the S.B.B. network. The initial batch of 6 machines - built in 1964 - was followed in 1967 by 49 more, and then in various batches between 1969 and 1985, by another 221.

The whole series incorporates three body styles, two buffer types and three pantograph types. The first batch has the shortest bodies, with slightly smaller bodyside windows and one type 350/2 diamond pantograph. Originally numbered 12101-6 and painted all over green, they were later renumbered 11101-6 and gained the now familiar grey skirt. The second batch 11107-55 had a slightly longer body (10 cm) and larger bodyside windows, but is otherwise the same as the original batch. Both batches were fitted with conventional round headed buffers, but some locomotives have been fitted with the "Oleo" type similar to those fitted to the Re6/6 but with round heads. Also, 44 of the locomotives have now had the diamond pantograph replaced by a BBC type ESaD 22-2500 unit.

From 11156 onwards (and including the lower geared Re4/4III) the class was provided with a longer bodyshell, "Oleo" buffers and two BBC type ESaD22-2500 pantographs. Locomotives Nos. 11196-201 each have a type EKa05-2560 pantograph and DB wiper fitted at one end to allow them to work the route through Bregenz to Lindau.

When the "Swiss Express" coaching stock was built, eight Re4/4II locomotives selected to work the stock. These were Nos. 11103, 06, 08, 09, 12, 13, 33 and 41. As well as being painted in the "Swiss Express" livery of Orange/Grey, they were rebuilt with "Oleo" buffers and automatic coupling which necessitated each buffer beam being extended by 255 mm. Since the conversion of the "S.E." stock for the push/pull service to either Zürich airport or Geneva airport from Luzern, the dedicated locos have lost their automatic couplings, but only No. 11112 has lost its Orange/Grey colour after having been painted Red.

Model

Lima's model of the Re4/4II is quite accurate. The only dimension which is too far out is the height of the buffers. The "Swiss Express" version is merely a repaint of the original model without any extension to the buffer beams.

The first job that I did was to reduce the overall height to bring the buffers down to a more reasonable level. On the non powered bogie this was done by cutting off the rim on the top of the bogie moulding. The power bogie has two curved supports which I have cut down to match the height of the trailing bogie. The overall height change is only 0.8 mm., which brings the buffers down to nearer the height of the Liliput coaches, while the overall height does not notice.

After cutting off the details I extended the buffer beams with two thicknesses of 60 thou plasticard at each end. When they dried thoroughly the ends were shaped with a file and holes drilled for the new buffers. The treadplate was extended with 20 thou plasticard, but I did the shaping of these parts before they were finally glued into place.

On the prototype there are two mounts for electrical connections, one at each off-side edge of the buffer beams (nearest the cab doors). These were fashioned from two small triangular pieces of plasticard. The automatic coupling release bar, which runs across the buffer beam above the buffers was made from wire, as were the cab hand rails to replace the moulded plastic ones.

For once my preferred coupling, the "Kadee", looks something like that fitted to the prototype. Although I prefer not to use it, this time restricted space compelled me to install No. 7's. I have found that this type can cause problems when propelling due to buffer locking on curves, but as I do not intend to propel my "Swiss Express" set this problem should not arise.

As with the coaches, I had to mix the right colour paints. Again 15 parts Humbrol Signal Red (221) plus two parts of Humbrol Yellow (66) gave a good match for the Orange, while a mix of Humbrol HJ2 Grey and Humbrol HB3 Ocean Grey produced the right shade for the Grey section.

I wanted a particular locomotive, which was not the 11112 portrayed by Lima, so I gently scraped off the printed numbers and used HRF etched numerals for the sides and Wabu 1 mm. Silver dry print for the ends. HRF also produce etched S.B.B. arrows for the ends, plus works and depot plates. The Lima pantograph was replaced with one made by Sommerfeldt.

So there we are, I now have the right locomotive to work my "Swiss Express" set. Now, of course, the prototypes have lost their automatic couplings and can work any train, and as the 'D' end of the 'AD' coach is fitted with a normal coupling, any Re4/4II can work the push/pull sets. Sometimes you can still see a 'complete' locomotive and set, bringing back memories of the 70's.

"Swiss Express" Re4/4II. Nos. 11108, 09, 12, 13, 33 and 41.

	1:1	1:87	Lima	Conversion
Length over buffers	15520	1787.4	169.8	178.0
Length over headstocks	14110	162.2	155.8	161.8
Width	2950	33.9	34.3	34.3
Height	3800	43.7	43.6	42.8
Bogie centres	7900	90.8	89.8	89.8
Bogie wheelbase	2800	32.2	33.8	33.8
Wheel diameter	1260	14.5	14.3	14.3
Buffer height	1050	12.1	13.8	13.0
Buffer separation	1750	20.1	20.0	20.0

Parts used

Buffers	RUCO	10049
Side Numbers	HRF	1101
End Numbers	WABU	1509
End 'SBB Arrows'	HRF	1053
Works Plates	HRS	1027
Depot Plates	HRF	1034
Pantograph	Sommerfeldt	946
Pantograph Head	Sommerfeldt	985