

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 2 (1988-1990)
Heft: 6

Artikel: Cafe express
Autor: Elwin, P.
DOI: <https://doi.org/10.5169/seals-855308>

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: 24.01.2026

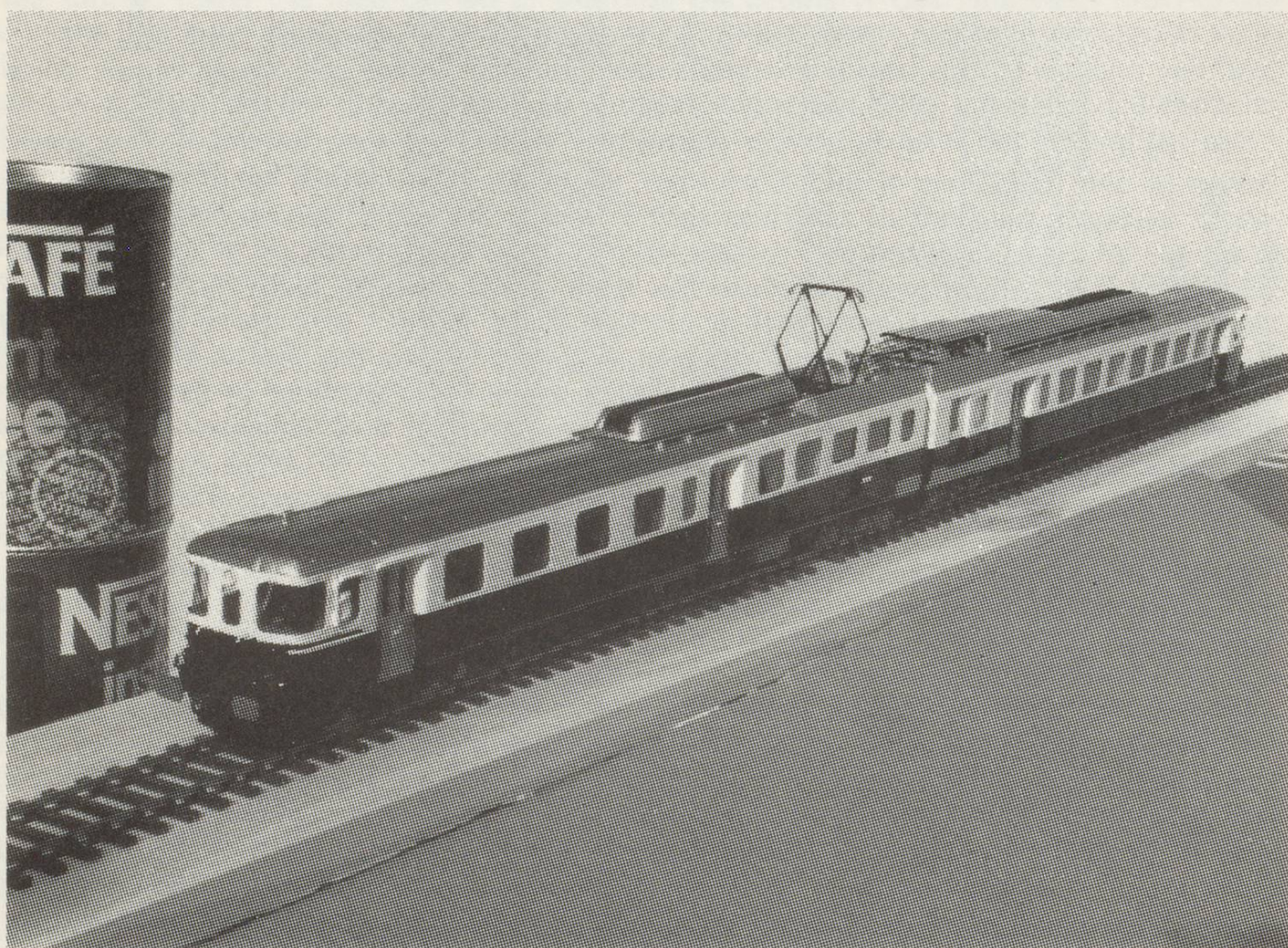
ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

CAFE EXPRESS

By P. Elwin

One of the first things I notice boarding a Swissair flight is the smell of fresh coffee — if you were to get into my gauge O model of a BLS railcar, I expect the aroma would be much the same, for it is built from seven or eight 750 gramme instant coffee cans.

Large cans of instant coffee and powered milk have proved to be a useful free source of tinplate, and I have used this material in models of coaches, wagons and locomotives. It is easy to work and, being free, I do not have to think twice about discarding mistakes and starting again. Obtaining supplies is quite easy — just put the word out in the office and works canteen; most of my empty cans are the result of my wife telling her travelling companions on the morning commuter train — and showing them photos of the results.



*BLS Triebwagen and Trailer courtesy of "*****" coffee.*

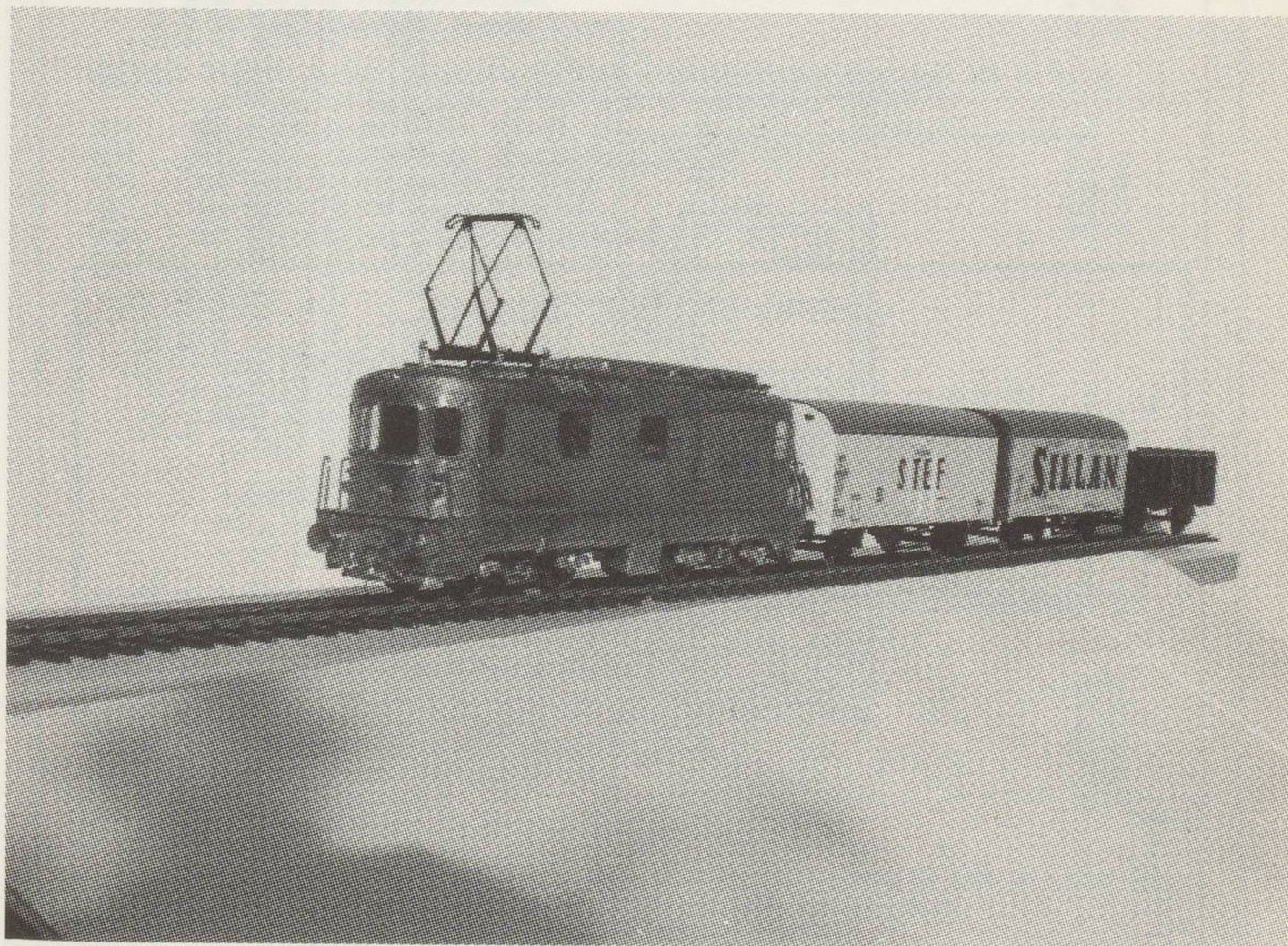
Photo: P. Elwin

The advantages of coffee tins are that they are mostly not printed, lacquered inside, or ridged. It is fairly simple to remove the top and bottom rims, flatten out the side after slitting down the welded joint and rinse with soapy water. If I need a really big sheet of metal, then I resort to one gallon oil tins, but they are very dirty to use, being both oily and printed on the outside. They do, however, look quite spectacular made up before painting, especially if you leave most of the printing in place.

This BLS ABDe 4/8 set is of soldered construction although, with care in the selection of prototype, you can use toymakers' tin tab assembly with success if you do not like soldering. The vehicle bodies consist of a wrapper with the two sides and roof in one piece. After punching out the windows, the wrapper is carefully bent to shape by hand, and bulkheads are soldered inside to retain the shape and provide rigidity. The floor, an inverted tray with seats folded from tin attached, is screwed in under the bulkheads, allowing for easy removal for attention to wiring, painting and glazing. Because of the curve in the lower body panels, the seats are set in a little from the side, otherwise you cannot get them out, but this is hardly evident from the outside, and you have to leave space for the glazing anyway.

On the mechanical side, I have used a surplus Bühler motor driving through three identical sets of 4:1 contrate gears to both axles of the power bogie. Wheels by Firmco, as sold for DMU sets, and the pantograph is from Sommerfeldt. A DPDT switch provides overhead/rail change-over with a centre off position for isolation.

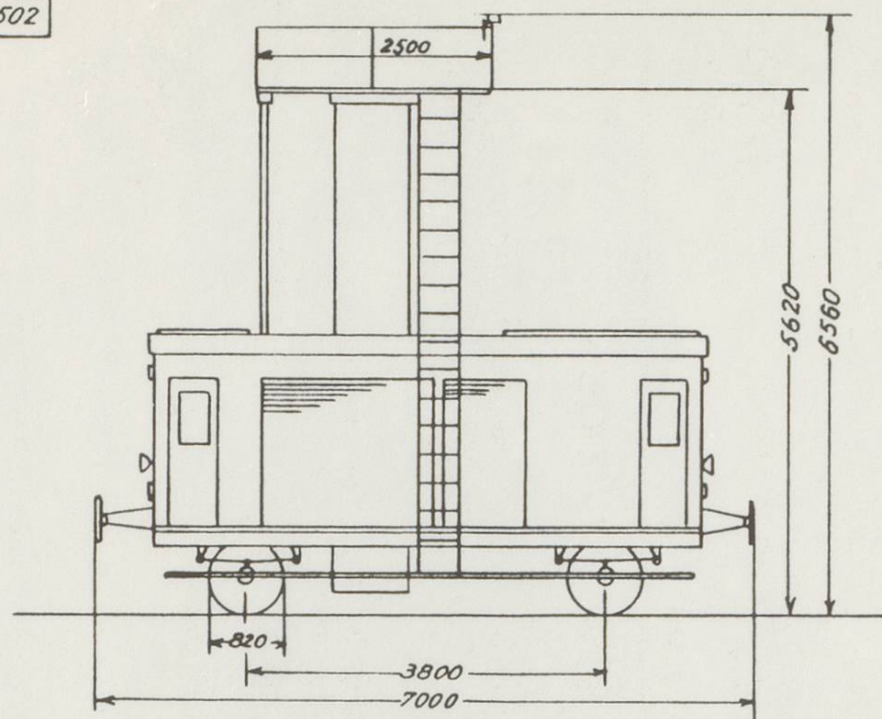
For working the tinsplate, a pair of ordinary domestic style scissors — but not **the** domestic scissors, otherwise there will be trouble! — and a selection of metal files are the main requirement. A small gas blowlamp is useful for soldering, but in the main a reasonably heavy duty electric soldering iron is good enough. To help in handling these large sheets of metal, I have two pieces of angle iron about 650mm long, which are placed on top of my engineer's vice to extend the grip. They also act as straight edges to help when cutting out the windows. For this, I use a small screw driver and light hammer to chisel out the opening and smooth things up later with a file.



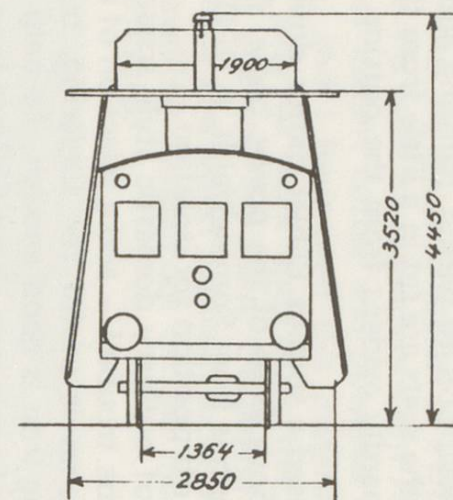
BLS Re4/4 built by P. Elwin.

Photo: P. Elwin

Gez. B 6.3.44
BLS R No. 502



Tm 2/2



BN CATENARY REPAIR TRACTOR. TYPE Tm2/2 No. 53

Built:	S.L.M. Winterthur.
Date:	1943.
Brake:	Hand, Foot, Motor.
Weight Tare:	9.0 Tonnes.
Service:	10.5 Tonnes.
Max Towed Speed:	75 km/h.

Motor:	Saurer Type L610 6 Cyl.
R.P.M.:	1800/min.
Max Speed:	45 km/h.
Lighting:	Electric or Battery.
Tractive Effort:	8 Tonnes at 40 km/h.