

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 3 (1991-1993)  
**Heft:** 9  
  
**Rubrik:** Mailbag

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## Mailbag

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### Swiss Pass on DB boats

I visited Switzerland for two weeks at the end of September, the weather was warm and every advantage was taken of various lake and river trips.

I knew that the Swiss boats charged for trips from Kreuzlingen that were to Germany. Visit to Insel Mainau and Meersberg were at special prices on presentation of the Swiss Pass.

On that basis I tried using the Swiss Pass on a DB boat from Rorschach to Lindau. After much reference to instruction manuals and second opinions it was agreed that the trip was covered and no fare need be paid. As I only speak limited tourist German, I decided not to argue. I also had no problem boarding the DB boat in Lindau for the return trip just by showing the Swiss Pass.

Apart from the usual tourist sights and inevitable look at the Bahnhof, there is another attraction which helps fill up the time between the boat sailings. There is a sizeable model railway located just off the car park and behind the Bahnhof. Although referred to in various confusing notices, it is well signposted from the footbridge over the railway lines, an easily to find location. As it is only open afternoons in late season, the ordinary tourist sights were taken in before an excellent lunch, leaving the important bit to the end. The time allowed by the boats is just right.

David Stephens  
Wells

### Improving Erratic Running

The article, Gunge by Shane O'Connor, on improving running quality of models in the December 1992 *Swiss Express* has prompted me to forward the following experiences re elusive problems I have encountered, which can cause erratic running

**Märklin Hamo Crocodile:** This locomotive ran at varying speed and, after giving it a service, was even worse! The current supply to the motor is via the uninsulated wheels on one side, via the axles and the chassis block to the motor. Return is via pickups on the opposite insulated wheels or via the pantographs.

The problem was caused by the oil lubricating the axles providing high resistance and so affecting the current flow from the axles to the metal chassis block. The cure was to re-route the current supply, using the pickups on the insulated wheels and return via the pantographs, since the locomotive is only used from the catenary. Alternatively pickups could be fitted to the backs of the uninsulated wheels, or different oils could be tried.

**All Locomotives Using Sommerfeld blackened steel wire pantographs:** (Mostly bow type as opposed to single arm) The fault was erratic running due to a high resistance at the pantograph pivots. This can be easily identified by running the locomotive in a darkened room, when arcing at the joints can be seen. Alternatively, place a radio in the railway room, switched to medium wave and tuned off station, whereupon the arcing can be heard.

The cure is to ream out the pivot holes with the point of a small rat-tail needle file (Better still, use a small tapered broach: Editor), removing any burrs caused by the arcing. Contrary to the advice above, a small drop of fine oil may also improve contact. If all else fails, operate with both pantographs raised.

**Lack of power with Fleischmann locos: (may apply to others).** Check that traction tyres are not oversize and loose on the wheels, as this will allow the driving wheels to revolve inside the tyre, giving reduced haulage power. I have not experienced this myself, the tip was passed on by a fellow modeller.

Peter Jigings  
Ingatstone

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### Members Advertisements

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**Wanted:** Red/White Märklin TEE coach No.4086. Details please to Perry. 0772 53765.

**Information Wanted:** Glyn Jones, 3,Braemar Avenue, Purley, CR8 8QA intends building an HO model based on a fictitious border town on the Bellinzona Luino line in the late 60s, early 70s and needs help on researching the area and all aspects of railway operation along the line.






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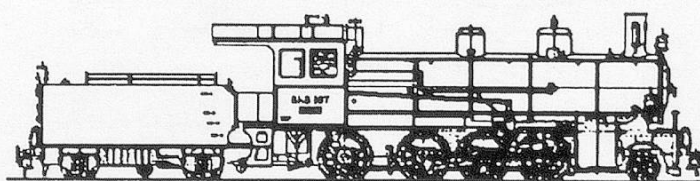
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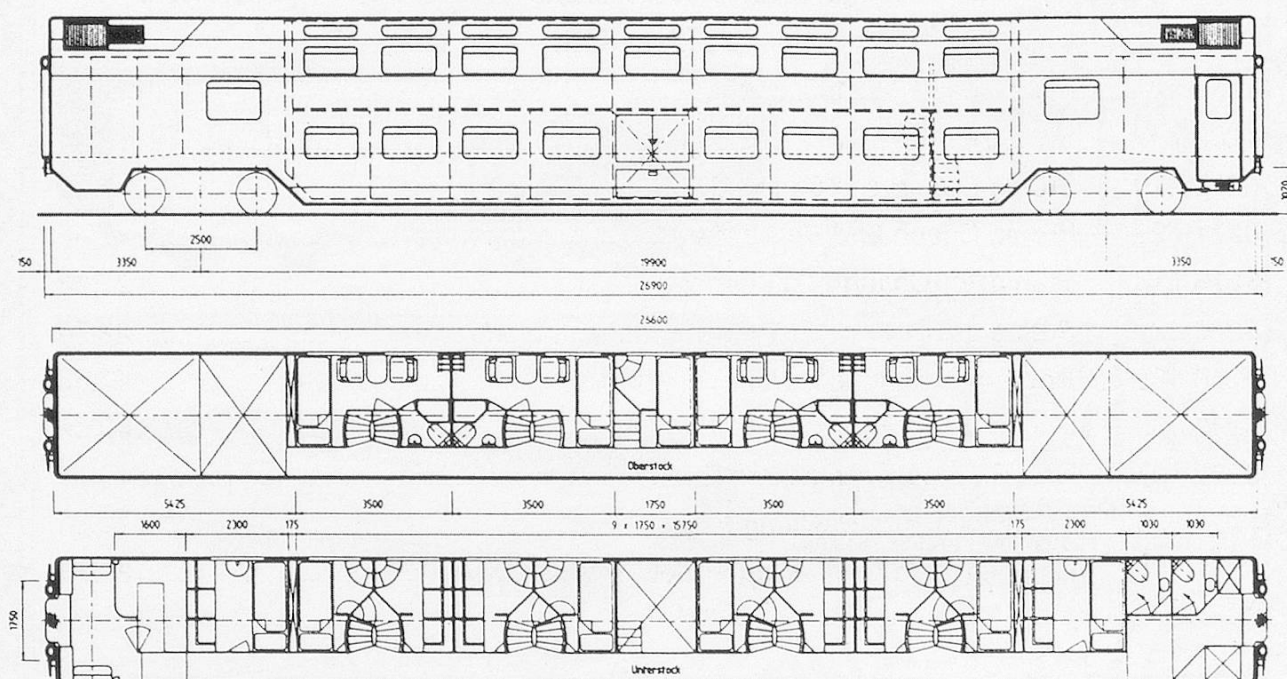
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## More New Coaches



**Above:** DACH-Hotelzug AG, formed last year by the Swiss, German and Austrian administrations to operate *Hotel Trains* over various routes has placed orders for 54 coaches, split equally into AB and B classes. The drawing depicts the AB, where superior first class accommodation with shower and toilet facilities for one or two people per compartment is provided on the upper deck, with slightly less luxurious but adequate facilities for second class passengers in up to 4 people per compartment on the

lower level. 27 of these coaches are to be built, with a further 27 B class vehicles with second-class accommodation on both levels.

**Below:** Our lower drawing depicts the As first class Panoramic coaches now under construction by Schindler Waggon for the metre gauge Brünig line. These vehicles are due to come into service in the summer of 1944. The air conditioning unit can be operated from 1.5 kV dc or 15 kV 16<sup>2</sup>/<sub>3</sub> Hz ac for use over the LSE and BOB in addition to the Brünig.

