

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 4 (1994-1996)
Heft: 6

Rubrik: Mailbag

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: 12.03.2026

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

Mailbag

Swiss goods vehicles

Regarding the article by John Jesson in Vol.4/5 of Swiss Express regarding Early 2-axle Vans. I have not seen much on models of goods wagons in N gauge, and therefore mention a range of models called 'Swiss Toys'. This includes not only Gkln but also other types characteristic of the SBB, such as Ucs silo wagons. I understand that they are produced in small quantities. Between 1975 and 1990 I obtained some nice models at a shop (name unfortunately forgotten) along the main street in Interlaken, not far from Ost station.

J.E. Daboo,
West Sussex.

Rhätische Bahn

I have recently returned from a few very pleasant days in Switzerland. (When could a few days in Switzerland not be pleasant?) Below, are a few things I learned while I was there. You may be aware of these facts already, maybe not. I found an RhB man at Filisur who can speak English, and he told me that the new Ge 4/4 are now working virtually all passenger trains on the Chur - St. Moritz - Chur route and usually one working the Landquart - Davos route. All freight traffic is handled by Ge 4/4 or Ge 6/6. The old Krokodils are still available for special trains, and one is also put into service once a month "to keep the wheels turning."

I don't know the feelings of the drivers of the new locomotives, but my own opinion is that the Ge 4/4 look better and more interesting than the newer locomotives. Also, I had the impression that the new locomotives do not accelerate as fast as their older counterparts. Gone is the familiar old whistle too. The new version sounds like a cross between a car horn and an American locomotive.

My journey homeward bound from Landquart to Zürich yielded a surprise. I travelled on the 12.34 from Landquart. The train engine was SBB Re 4/4, number 11372, but leading it was BLS Re 4/4, number 465003. I have never seen BLS locos in this part of the country before. The date was 17 March.

At the beginning of my few days in Switzerland, inspired by the article in the latest edition of Swiss Express, I spent a night in Kriens and observed the action on the KLB. It was certainly interesting.

Brian A. Haggett

This is an extract from a letter from Anthony McDiarmid, of the Japanese Railway Society, the JRS has now set up an import service to supply models to its members, as Japanese models are hard to come by in Britain otherwise. A spin off of this service is that many of the products available to us are also suited to layouts of European and American persuasion. We are able to obtain much of the Kato, Tomix and Green Max ranges. Items such as the NEW Kato Eurostar are of particular interest to many modellers. JRS model supplies can supply products to your members at the same reduced club prices as benefits our own club members. The only requirement is that all orders are accompanied by the purchasers club and membership number.

The reason for us making this offer to members is, in addition to trying to aid fellow modellers, we have a set minimum order level from our overseas supplier in order to gain the substantial discounts offered, and on condition that we do NOT sell direct to the public through a retail outlet or by mail order. As the JRS is only a small society of currently 150 or so members, extra sales to other societies members will guarantee continued supplies. For further information:- Japanese Railway Society, Mr. B. Hunter, 793a Finchley Road, Golders Green, London, NW11 8DP.

Members Advertisements

For Sale

HOM layout, 10ft x 14ins. comes in half, to include all buildings, track, overhead and scenic background, **NO** stock. £65.00

Tel: 00181 855 2640, S.E. London.

Wanted

Hobbytrain Re6/6 (green), Paul Hannant, Tel: 0181 903 1488 ext. 229 (Daytime).

Wanted Urgently

UTZ/FAMA/GOLDEN TRAINS: (before Roco Alpin Train is available): Turnouts UTZ 5715/5716/5725/5726, and RhB loco Gem 4/4 No. 801: 1 or 2 motor version UTZ 2210/2212.

Does anyone know, please of a Swiss etc. supplier with stocks of Fama/UTZ/Golden Trains/Kiss? If any other SRS member (particularly in or around East Sussex) is modelling Om, could they, please, offer me any advice? Please contact me, Andrew Curtis, on 01323 645060. I will be happy to call you back?