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# THE MODELLING SECTION



John Jesson

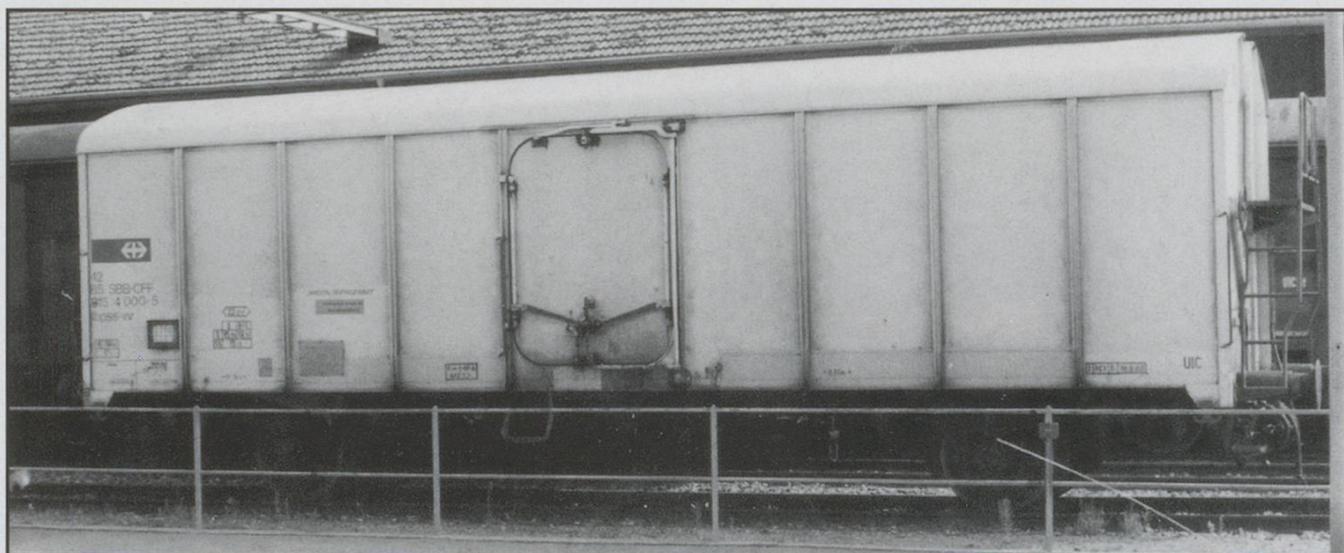
## THE INTERFRIGO UIC - ORE TYPE 1 REFRIGERATED WAGONS

### THE PROTOTYPE

It may seem a little strange to feature this vehicle in a magazine devoted to Swiss railways and transport as the UIC-ORE refrigerated van is not uniquely Swiss, although the SBB did have a few. Of the 6500-odd examples built up to 1965, only 20 belonged to the SBB. However, during the 60s and 70s, lengthy trains of these vans were a common sight on through routes to and from Italy, and it is reasonable that a Swiss layout based within this period should have some.

Some of the wagons had meat hooks, while the others were prepared for their subsequent installation. 100 of the wagons were suitable for crossing onto the Spanish broad gauge, having been fitted with gauge-changing equipment.

The principal dimensions were taken from the Tehs 50 of the DB. The wagon body was of welded steel sheet with the framework outside, in contrast to the Tehs 50, on which the frame was behind the body material. New materials and methods of construction promised better



In the years 1957 / 1958, INTERFRIGO - the subsidiary of the European railways for insulated transport - procured 383 examples of a new refrigerated wagon, which had been developed by the UIC as a standard UIC-ORE type 1 with medium insulation. About half were built by the Lower Saxony factory of Graaff in Elze and registered as private wagons of INTERFRIGO in the DB fleet.

Although they were built to the same basic design, the wagons of this first series differed according to intended purpose: 93 examples received eight Flettner rotors for air circulation; the remainder were supplied with electric ventila-

*One of the last SBB examples at Romanshorn in 1990.*

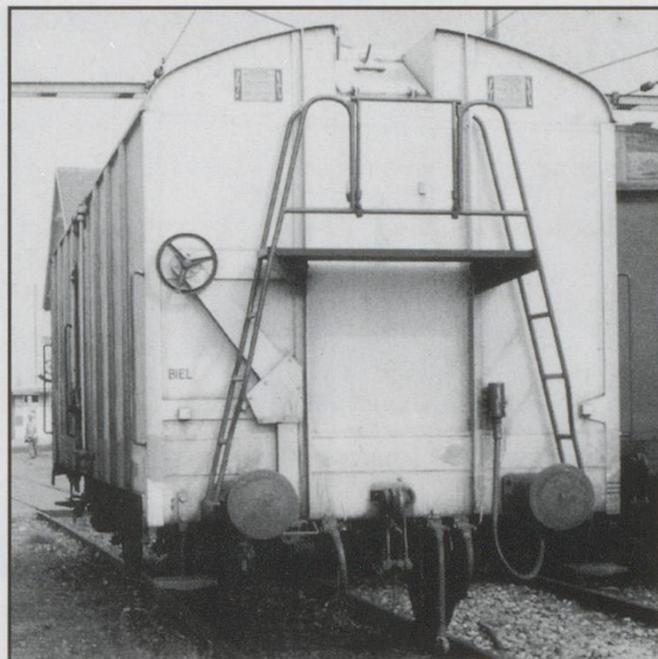
*Photo: John Jesson*

insulation, lower ice consumption, a low net weight and high loading capacity. An innovation was the installation in the majority of the wagons of electric ventilation. This was powered by a drive from one of the axles to a generator, which provided four ventilator fans over the ice box with current. Since no buffer battery was provided, the air circulation functioned only while the vehicle was moving, while with Flettner rotors this was possible also when at a stand, as long as there was some wind.

The real advantage of the electric ventilation lay in the possibility of the stationary pre-cooling of the interior and load. For this purpose, there was at one end of the vehicle a socket for connection to a ground-based electricity supply. The control of the electric ventilation was by a lever on the underframe to engage and disengage the generator, as well as a control device in the form of a hand wheel. (The details of the operation are unknown to the author.) The wagons with Flettner rotors were fitted for the subsequent installation of electric ventilation, the changeover lever and the control equipment. A new feature of these wagons was the application of one-piece swing-doors, which have since become standard on refrigerated wagons. The sloping design for the ice hatches in roof niches - for easier mechanical icing - was also to be adopted in later vehicles.

According to INTERFRIGO, the wagon bodies manufactured of galvanised steel were not originally painted. This may be correct for some prototypes, but for the majority of the wagons there is doubt. There is a striking difference on early photographs between the darker shade of the unpainted wagon roofs and the white of the bodysides. At the least, at later overhauls the wagons would be likely to have been painted white. The underframe of the vehicles was apparently first of all painted in a light colour (possibly silver-grey, like FS refrigerated wagons), but this was later changed to the usual black. The INTERFRIGO logo and the remaining inscriptions on the body were executed in blue, only the field for chalk addresses being black. All of the first batch were registered to the DB, and were allocated to Basel Badische Bf.

During the delivery of the first series, INTERFRIGO submitted a follow-up order of more than 300 wagons of this type for Italy. Altogether, INTERFRIGO acquired around 2000 while, at the same time, individual railway administrations ordered the same wagon. The FS alone received a total of 3767, some of

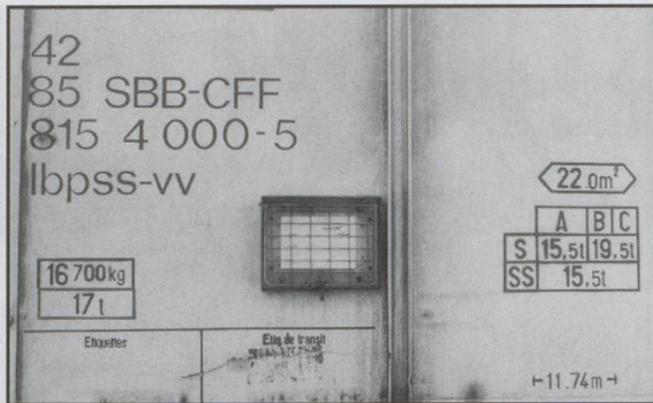


*An end view of the SBB van showing the hand-brake wheel, the position of which was unique to the vehicles supplied to SBB.*

*Photo: John Jesson*

which were fitted for both electric and steam train heating, and so could be formed in passenger trains. Some FS vehicles later received a new and better insulation and were redesignated from Ibes to Ibehs. In common with other refrigerated wagons of metal construction, the FS vehicles were painted silver, rather than white. Of the other railways, NS, SNCF and SNCB ordered several hundred each, and the SBB ordered their 20. The total of 6500 made the UIC-ORE type 1 *THE* European refrigerated wagon of the 60s and 70s.

In addition to the refrigerated wagons owned by the FS, there were several hundred INTERFRIGO - owned wagons, of the same type, which were registered to the FS. In contrast to the FS-owned wagons, these were white with a dark roof. The large INTERFRIGO name was replaced during the 1970s by the new company logo. Some of the FS-registered INTERFRIGO wagons were rented long-term by the Swiss firm MIGROS and furnished with their striking advertising inscription. MIGROS is still today a loyal customer of INTERFRIGO and uses now wagons of later INTERFRIGO refrigerated types.



*A close up of the inscriptions on an SBB van.  
Photo: John Jesson*

Included in the FS-registered INTERFRIGO fleet there were 210 wagons that had been built especially for the traffic with Spain. They were fitted with gauge-changing equipment and vacuum brakes. Of these 210 gauge-change wagons, 150 were also in use by TRANSFESA. They were distinguished by an additional red stripe on the wagon side, the length of the INTERFRIGO name (as a reduced TRANSFESA symbol). The wagons, in due course, received the new INTERFRIGO logo, but the red "TRANSFESA - stripe" remained.

One of the first railways to procure the refrigerated wagons of the UIC-ORE type 1 was the NS. In 1958, the Belgian company Nivelles SA delivered the first of a series of 100 wagons, with a further 296 delivered up to 1966. A peculiarity of the Dutch wagons was the application of the large INTERFRIGO name on NS-owned vehicles, which was usual otherwise only on INTERFRIGO - owned wagons.

Similarly, in 1958 the SNCF acquired, through their subsidiary STEF, the first 20 UIC-ORE type 1 wagons. Several hundred of these vehicles were built from 1960 in France. In 1987, STEF was dissolved and, at the same time, all older refrigerated wagons were withdrawn, including the last examples of this type.

In Switzerland, refrigerated wagons of this type ran also as private vehicles of the firm Bell. This company, based in Basel, was a pioneer of meat transport in refrigerated wagons

and has owned, since 1910, an extensive fleet for the transport of meat and sausages.

In 1959, the SBB procured 20 ss - rated (120 km/h) refrigerated wagons with some variations from the UIC standard design: The drive for the electric ventilation was executed differently, and at one end was found the hand wheel for the handbrake, obligatory in Switzerland. The most striking difference, however, was the unpainted aluminium door in the otherwise white body. This door feature could also be seen on some INTERFRIGO vehicles. In their later years, though, the doors were painted white, as was the roof.

For all their numbers, the wagons were not long-lived. They had not proven as good as originally expected and, towards the end of the 60s, they were superseded by a new refrigerated wagon type, using new materials and manufacturing processes with better insulating characteristics. At a length over buffers of 14.02m these had a larger capacity, and their wider doors allowed the use of fork-lift trucks for loading and unloading. By 1980 the withdrawal of the UIC-ORE type 1 wagons was in full flow. By 1990, none were left in the INTERFRIGO fleet. It has been said that only on the FS was the type still in existence by 1990, although they were rarely used in international traffic.

The SBB examples lasted to about this time.

## **THE MODELS**

Surprisingly, until this year (2000), none of the European manufacturers has produced a decent HO model of this rather common vehicle. Lima, Rivarossi and Liliput have all turned out models, but they are inaccurate and poorly detailed. One fairly accurate model has been made, though, and by a British company - Airfix. Although now an old model, this kit, with a little work, builds up into a model that is certainly accurate enough for me, and which

*The ORE type 1 as portrayed by four manufacturers. Top left-Liliput; top right-Rivarossi; bottom left-Brawa; bottom right-Airfix (still awaiting inscriptions). Photo: John Jesson*



looks exactly like the prototype. The kit was later marketed by Dapol, and an etched detailing kit is available from the French company l'Obsidienne. Now, however, we have an accurate ready-to-run model, produced by Brawa. This is available as a set of three, one FS,

finished in overall silver, one NS in white with a silver roof and one DB, also in white with a silver roof, but with Flettner vents. The catalogue number of this set is 2040. Also available is another DB vehicle finished in cream with silver roof and Flettner vents. It is probable that other variants will appear in due course, and it

(All dimensions in mm)	1 : 1	1 : 87	Airfix	Brawa	Liliput	R'rossi
Length over buffers	11740	134.9	133.0	135.2	118.5	130.6
Length over body	10500	120.7	120.7	121.4	104.1	118.7
Wheelbase	6600	75.9	75.0	75.3	61.8	74.5
Body width	2964	34.1	33.5	33.3	34.1	35.0
Height of roof centre (above rail level)	3922	45.1	45.3	45.2	44.8	48.0
Height of end platform (above rail level)	2514	28.9	30.7	29.0	28.5	31.0
Wheel diameter	1000	11.5	12.0	11.0	11.0	12.5
Buffer height	1060	12.2	13.0	12.1	13.0	12.5
Buffer separation	1750	20.1	20.0	19.9	19.5	19.7

is to be hoped that a Swiss version is included.

The dimensions of the Airfix, Brawa, Liliput and Rivarossi models are listed. As can be seen, the Airfix and Brawa models are closer to scale than the others. I do not have the Lima model, but its length is shown in the catalogue as 126mm over buffers, 9mm too short.

*The four current Brawa versions. Top left-NS white; top right-FS silver; bottom left-DB white; bottom right-DB cream. Photo: John Jesson*



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We look forward to receiving your enquiries!

**Eurovapor** are operating one of their Nostalgia trains on Saturday 31st March this year. Running from Basel to Locarno via the Gotthard under the name Nostalgie RHEIN-EXPRESS they will be using some of SBB's Museumloks. "Croc" 14 305 or Ae 3/6 II 10 439 and for the Gotthard portion Ae 8/14 11 801.

Times and details can be obtained from Eurovapor in Basel.

Tel: 0041 61 363 3532 and Fax: 0041 61 363 3534.

Information supplied by Steve Horobin

### Steam Trains on VVT in 2001

Didier Buchilly of St.-Sulpice has again kindly provided details of the dates on which the Chemin-de-fer touristique Vapeur Val-de-Travers plans to operate regular journeys over Réseau TRN-rvt—on 12/13 May, 9/10 June, 7/8 July, 11/12 August, 8/9 September and 13/14 October.

On 13 May, 8 July, 9 September and 14 October they will also operate St.Sulpice - Neuchâtel - St.-Sulpice. On 10 June and 12 August the schedules will include cross-border visits to Pontarlier as well, so (as in past years) passengers will presumably need to carry their passports.

Les Transports Régionaux Neuchâtelois (TRN) which published these schedules on 11 December 2000, give the usual disclaimer that they are subject to alteration, but the latest information should be available on: [www.trn.ch](http://www.trn.ch).

Information supplied by Michael Farr

### Swiss Passes 2001

The prices for next year for the various passes for the Swiss Travel System have been announced. Further information from Switzerland Travel Centre, 10th Floor, 10 Wardour Street, London W1D 6QF.

Freephone: 00800 100 200 30. Freefax: 00800 100 200 31. E-Mail: [stc@stlondon.com](mailto:stc@stlondon.com).

Website: [www.MySwitzerland.com](http://www.MySwitzerland.com) Traveltips

#### Swiss Pass

Period of validity	1st Class		2nd Class	
	1 Person	2 or more#	1 Person	2 or more#
4 Days	£143	£122	£94	£80
8 Days	£196	£167	£131	£111
15 Days	£237	£201	£155	£132
21 Days	£269	£229	£180	£153
1 Month	£310	£264	£204	£173

#### Swiss Flexi Pass

Period of validity	1st Class		2nd Class	
	1 Person	2 or more#	1 Person	2 or more#
3 Days in 1 Month	£135	£115	£90	£76
4 Days in 1 Month	£159	£136	£106	£90
5 Days in 1 Month	£184	£156	£122	£104
6 Days in 1 Month	£208	£177	£139	£118
7 Days in 1 Month	£227	£193	£151	£129
8 Days in 1 Month	£245	£209	£163	£139
9 Days in 1 Month	£263	£225	£176	£148

	1st Class	2nd Class
<b>Swiss Card</b>	£86	£65
<b>Swiss Transfer Ticket</b>	£67	£45

# Remember that if using tickets issued at the group rate for two or more people, all members of the party must travel together all the time.