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It was planned that Ballenbergdamfbahn (BDB) steam loco. HG 3/3 No.1067 (ex. Brünig) with four BDB coaches would run extra trains between Interlaken Ost and Lauterbrunnen during the day. These trains were timetabled without any fare supplement. Unfortunately No. 1067 had suffered a bearing failure and is at the RhB depot at Lanquart for repairs, along with the BDBs other loco G 3/4 No. 208, which was damaged in the BDB's locomotive shed fire in November 2013.

Fortunately G 3/4 No.14 has been brought to Interlaken from the Appenzeller Bahn and will be available to the BDB for the rest of 2015. It was originally built for the Lanquart Davos Railway (forerunner of the RhB) in 1902 (SLM No.1479) and had been unused since 2003. It had the final work to bring it back to service completed in the BDB depot at Interlaken. It was originally un-named but has now been given the name '*Madlaina*'. Although owned by a private association it will run on the Appenzeller Bahn under the management of the BDB. It is not, of course, rack equipped and so could only run between Interlaken Ost and Zweilütschinen, although we did see it, loaded with some of the school parties heading off in the direction of Grindelwald.

After refreshments it was time to leave and make further use of our Berner Oberland pass; they really are excellent value for money. 

A novel use for the information system.



G 3/4 No. 14 with BDB coaches leaving Interlaken Ost.

Photo: Ken Lowe



Gerald, who designs and produces *Swiss Express*, had a lovely surprise at his birthday party in October. Made by his latest daughter-in-law, Claire. 



Where's Heidi?

This is more a case of "Big Sister" watching you. But where would you be to see these eyes? Answer on page 41. 



MODELLING NEWS

at frogs; close couplers work freely (have no "burrs" obstructing movement – a common fault!); are at the correct height level, and the diaphragms between cars (if present) are correctly designed not to cause derailments while negotiating stated minimum radii.

When it comes to wheels, despite MOROP's (the European association that federates national associations of model railroad enthusiasts), derived 'Normal European Modelling Standards', more commonly referred to as NEM, there is no one-size-fits-all when it comes to model manufacturer's interpretations! For example differing back-to-back and flange wheel depths apply, as do axle lengths and end 'pin' designs. Adding to this, to attract and sell to users of both 2-rail and 3-rail (the latter more commonly found in mainland Europe), most model manufacturers offer interchangeable wheel sets (usually exchanged at no cost when one buys directly from a store rather than an internet retailer). However, some manufacturers have in recent years offered models with what I would refer to as 'compromised' wheels, choosing parameters that should work for both DC and AC environments. This is the approach Hornby have taken before and have now taken with the ETR 610. So my euphoria with the ETR610 model coaches was, sadly to be short lived, as I further inspected the vehicles. Before I could get to coupling and trying the set, I noticed two areas of concern – one that would affect all customers whether 2-rail or 3-rail, and another 3-rail only. The first, and a common area of concern, rested with the coupler arrangement. As one can imagine, with a somewhat complex piece of equipment, the manufacturer had chosen to have a single multi-pin connector glued to a 'simple' plastic close coupling. The coupling and male/female plug/socket arrangement naturally made sure the vehicles were assembled in the correct orientation. But the movement was somewhat restricted by all the wiring, and at best the assembly could be described as a bunch of wires glued together into their respective plug/socket and to the coupling connector! Also the workmanship and finish of each coupler obviously reflected the skills of the particular assembly worker in China. I hasten to add, there are many examples of fine HO railway models being produced in China, Modern Gala manufacturing for LS Models is in my opinion an excellent benchmark. But sadly, this level and attention to quality is not present in this instance.

The second concern affects only 3-rail users and involves the addition of the slider. Unfortunately the model I received had initially the incorrect slider fitted, causing the bogie it was located beneath to have the wheels lifted off the rails by the strength of its spring. Upon investigation it was clearly the wrong slider, but even with the shorter slider, Hornby intended to be used fitted, there was still a concern. There was still insufficient vertical and horizontal movement clearance to avoid fouling on both Marklin 12.1 and 24.3 degree points and cross overs. It was at this stage, and having researched and learned of a model recall in the autumn of 2014 within Switzerland, I felt it prudent not to pursue any personal modifications to make this otherwise excellent looking set work correctly. And so, with a heavy modelling heart, I returned the set, which was quickly changed back to



Another ETR610 on the Gotthard on 24 June 2015..

2-rail DC/DCC operation and my hope is it is giving its new recipient a great deal of pleasure. But it is clear, once a train has been assembled, one will not want to disassemble unless absolutely necessary in order to avoid damage to the coupling and wire connectors. This will make servicing extremely problematic over time!

When in Switzerland this summer, I took the opportunity to informally discuss this particular model with a knowledgeable individual and found my findings were similar to others. And so I never did get as far as powering up, inspecting the features, and seeing this set running. Hornby International are to be congratulated on making available this model, but it is unfortunate that this offering has been made (compromised?), to meet both price and its speed onto the market place. Also it is not a set that is likely to be easily maintained even if spare parts are available. I'm sure the manufacturer will be aware of these shortcomings and we can but hope will learn and correct for their next offering? Perhaps other manufacturers will take up the challenge and produce an ETR610 model that meets present day modelling expectations of quality, reliability and maintainability, even if it is moderately more expensive? Subsequently a little bird has whispered in my ear that another organisation, with a good quality reputation, is considering releasing their version of this Pendolino in the next few years. I for one will be very interested if this materializes and hope to read of its availability and improved quality in a future edition of our annual *Swiss Express* Nurnberg Toy Fair Report. 

So where was Heidi?

While you're watching the MGB trains at Brig, these eyes are watching you.

