

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2018)  
**Heft:** 135

**Artikel:** Cardboard modelling  
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**DOI:** <https://doi.org/10.5169/seals-853769>

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pairs of driving wheels (both sides), all bogie wheels and one side of the pony truck. Both centre pairs of driving wheels are sprung to ensure contact with the track, as is the pony truck.

I fitted a DCC chip and tested the loco on my layout. Maximum speed was too high, somewhere in the region of a scale 150 kph, but the loco is a smooth runner. Piko have installed electronics to independently control the single tail light. The headlights are controlled by the usual CV0, but the taillight is turned on and off through CV's 2 and 3, depending on whether the loco is travelling forward or reverse.

The hauling capacity was disappointing – three bogie

coaches was about the most it could handle. I was unable to find a solid reason for this, but suspected that having the traction tyres in diametrically opposite positions might be a factor. To test this, I swapped the traction tyre fitted wheels to the same axle (I put them both on the 4th axle, but they could go on the 1st axle). The difference has been remarkable. The loco will now haul an 8-coach express up the gradients, but this seems to be the limit. Swapping the wheels was an easy job, but extreme care is needed when putting all the driving wheel sets back, as it is very easy to trap and bend the current pick-ups. 

(All dimensions in mm)	1:1	1:87	Model
Length over buffers	17100	196.6	196.0
Width over body	2950	33.9	33.9
Height of roof	3800	43.7	45.0
Driving wheels	1610	18.5	18.5
Pony wheels	950	10.9	10.8
Wheelbase (bogie)	2200	25.3	25.0
Wheelbase (bogie to 1st driving axle)	2155	24.8	24.9
Wheelbase (1st driving axle to 2nd driving axle)	1950	22.4	22.4
Wheelbase (2nd driving axle to 3rd driving axle)	1950	22.4	22.4
Wheelbase (3rd driving axle to 4th driving axle)	1960	22.5	22.5
Wheelbase (4th driving axle to trailing axle)	2460	28.3	28.2
Weight	123 tons		421 g
Back-to-Backs			14.26 – 14.43
Maximum speed	100 kph		

## Cardboard Modelling

Most of us know that modelling Swiss Railways in any scale is expensive. However, Brian Shaw came across an old, but much cheaper, option at a recent tram exhibition in Manchester. It was a 1965 publication that enabled the modeller to carefully colour-in the card pages, cut them out with scissors and make a model of a triebwagen and pendelzug, plus a road vehicle, a few people and some platform furniture. Back then it would have kept children

amused for hours – adults also!

However, today's youngsters (and some adults) aren't quite so patient so a modern version was produced by the BLS, one of a Class 465 and 3 coaches and another for a Nina RABe 525 set. To speed up the construction, these came pre-coloured and cut so that each piece just had to be pressed out.

Now, who's up for motorising one of these for an exhibition layout ??? 

## Brian Shaw and Tony Bagwell



Photos of old book – Brian Shaw.

Photos of new card kit – Tony Bagwell.

