

# Two Swiss lifes for one

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Frasne until they were withdrawn from service. Train set number 1053 has been rebuilt in the original TEE livery for SBB Historic.

*Rivarossi HR 2039 SBB RAe TEE II Epoch III £290.80*

*The UK distributors of Hornby International brands (Arnold, Electrotren, Joeuf, Lima, MKD and Rivarossi) are: Ontracks, Unit 2, Pontrilas Business Park, Pontrilas, Hereford HR2 0AZ. Telephone: 01981 241 268. We thank them for the opportunity to review this model. To locate Hornby International dealers in the UK see the website [www.hornbyinternational.co.uk](http://www.hornbyinternational.co.uk) or telephone OnTracks who will have a stand at the 2010 SRS AGM.*

## TWO SWISS LIVES FOR ONE Michael Farr

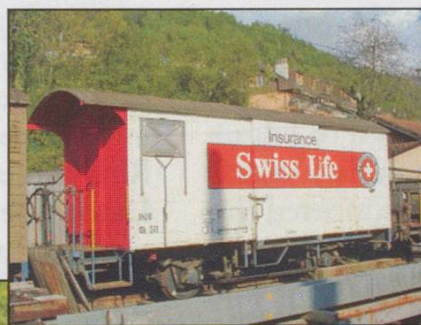
Last year Bemo added to their range of MOB publicity vans by producing Gk 511 which carries an advert for *Swiss Life Insurance* on one side and the German/French version *Rentenanstalt* on the other. This firm has in fact sponsored two vans, the other being Gk 501, but they rather craftily reversed the adverts so that in the now (sadly) unlikely event of the two vans being marshalled in the same train, you would see both versions at a time! Realising this, I asked Winco to supply two of the models and have subsequently reversed the body on one of these.

Most readers will know that van bodies are secured to the chassis with two hooks moulded at one end which fit into two slots underneath and then the screw holding the coupling at the other end passes through body and chassis to hold the two securely together. Therefore the first task is to remove that screw, putting this and the coupling in a safe place. (I say this because I have in the past lost them!) The body can then be teased away from the chassis, after which I carefully eased out the plastic rivet which holds the second

coupling in place. It is next necessary to remove the roof. Although a clip fit, I find you have to release at least a couple of the clips moulded onto the underside of the roof by pushing a thin screwdriver through the oblong holes on the floor of the body (which happen to line up with the clips, no doubt a production feature) and either springing those clips inwards or forcing the top of the body outwards. Because of the platform at one end of the van (moulded as part of the chassis) it is not possible to simply turn round the van, so with the aid of a razor saw I removed all the bits moulded under the floor, which was now completely smooth.

Next I offered the chassis up to the (reversed) body and marked on the underside of the van floor the position of the screw holding the coupling. After drilling this I re-attached the coupling and then, with this end secured, marked the (top side of) the chassis through from the inside of the body. I drilled this with a very fine bit, cut away the web moulded under the chassis in the vicinity and screwed the chassis to this end of the body using one of those minuscule screws used to keep the cover of watch batteries in place. In this way it doesn't foul the swing of the coupling. The roof fits either way round so when springing it back into place you simply have to ensure the overhang coincides with the platform!

Now, when coupled together you can see both sides of the vans – and the only problem is that both are numbered Gk 511. Does anyone know where, in an age where nearly everyone can set up type with a computer, you can still buy rub-down lettering such as Letraset in these small point sizes?



Model  
PHOTO:  
Tony Bagwell.