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The FO HGe4/4¹, Prototype and Bemo HOm model

A special offer from WINCO to SRS Members

When the Furka-Oberalp electrified the line in 1941 they purchased the HGe4/4 in from SLM, the first four (31-34) were delivered in 1941, a further one arrived in 1943 (35 which was broken up in June 1970) and in 1949 another arrived (36), all of these had riveted body panels, in 1956 the last of the series arrived No.37, being different from the others as instead of rivets to fix the panels, this has welded sides.

These had a small baggage compartment behind the drivers compartment at the No. 1 end of the loco.

The detailing of the Bemo model is very good even the manufacturers plates are readable. Various no's are available, including the smooth sided No.37. The sample supplied by WINCO is No.33. The loco is rack fitted, although the rack track is not Abt (having two staggered rows of teeth). It does have two rows of teeth the drive cog on the engine has a thin flange that keeps it in the centre and drives on one side at one end and the opposite side at the other end, giving

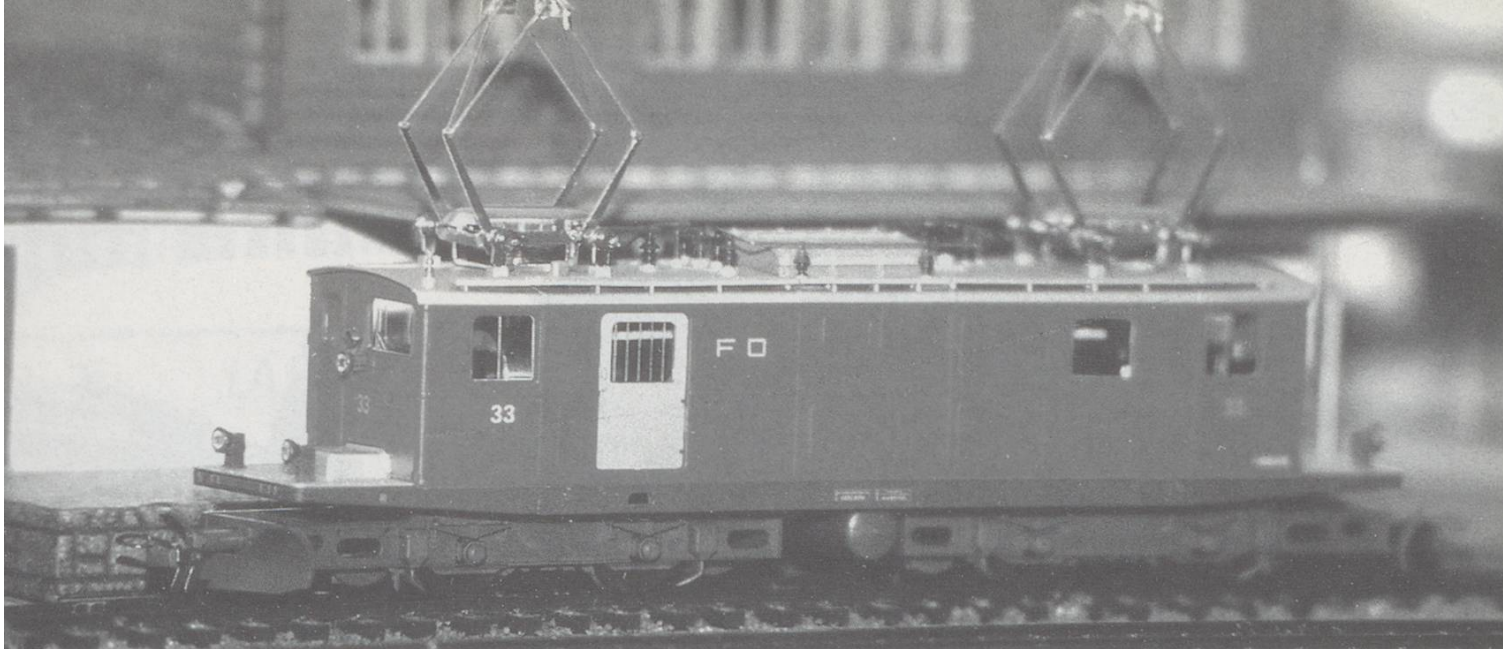
even wear on the teeth and cog. The only criticism is the pantograph is over scale, but this is general on all models, the running qualities are really good, on the rack the climbing is excellent. A model well worth adding to your Bemo collection, the prototypes have been leased to RhB to help with goods traffic.

WINCO are offering Bemo model 1261/203 HGe4/4¹ No. 33, at the reduced price of £195. Tel. No. and address in their ad. P47.

DIMENSIONS

(All dimensions in mm)	1:1	1:87	Model
Length over buffers	14122	162.3	163.0
Width	2720	31.25	31.3
Height to pan (lowered)	3823	43.9	46.5
Buffer Height	620	7.1	7.0
W'base (1st-2nd dvr)	2010	23.1	23.0
W'base (2nd-3rd dvr)	4700	54.0	54.0
Bogie centres	6710	77.1	77.0
Dvg wheel diameter	940	10.8	10.8
Buffer to 1st dvr	2701	31.0	31.0*

*taken without hook fitted (35.0 to hook face).



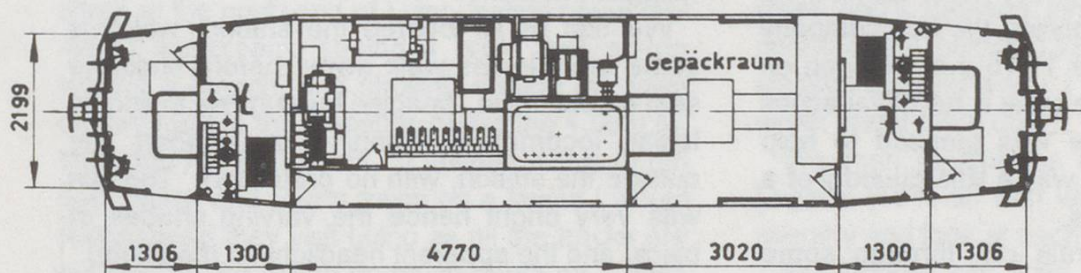
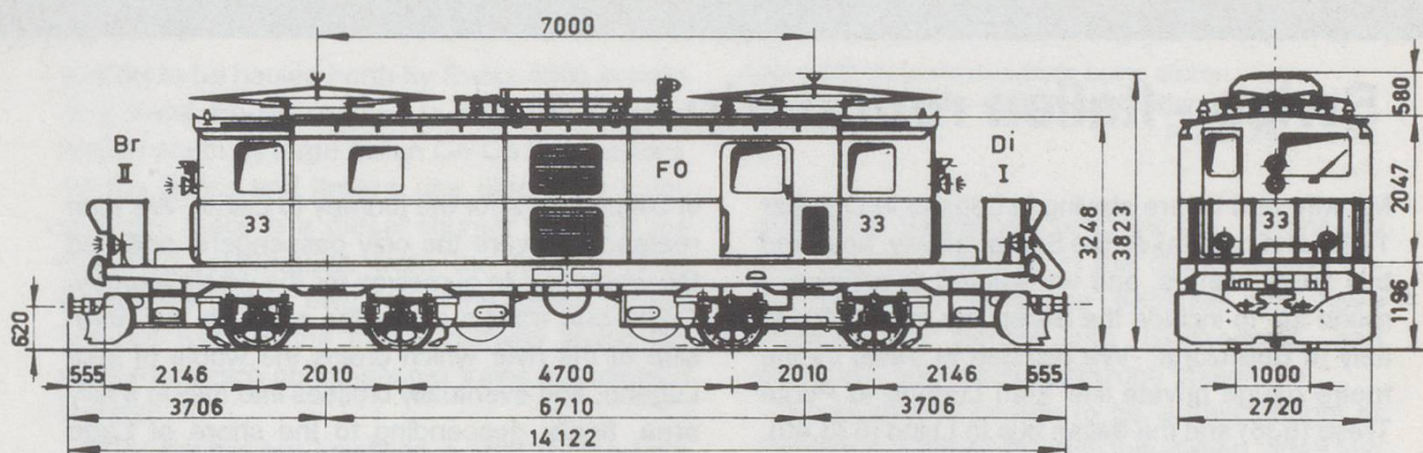
Left: One the series at Andermatt in October 1995, used now mainly for freight.

Above: The Bemo model, although the pantograph is slightly large, it is a very nice model.

Below: Drawing supplied by the Furka-Oberalp, used as reference, note interior with the baggage compartment.

FO - zfw

HGe $\frac{4}{4}$ Nr. 31-37



Inbetriebsetzung:

1941	31-34
1943	35*
1949	36
1956	37

Erbaut: SLM MFO

* Lok. 35 abgebrochen
13. 6. 70

Triebraddurchmesser	940 mm
Teilkreisdurchm. der Triebzahnäder	840 mm
Anzahl Triebmotoren	4
Dienstgewicht = Reibungsgewicht	46,6 t

Max. Anfahrzugkraft am Rad	19 000 kg	
Stundenzugkraft	} bei V=27 km/h	
Stundenleistung		11 600 kg
		1200 PS
Max. Geschwindigkeit:	Adhäsion	55 km/h
	Zahnrad	30 km/h