

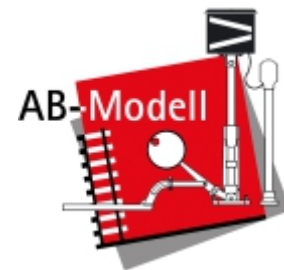
Noveltiespresentation Cab Car BDt 1751ff.

Dear friends of Swiss narrow gauge railways,
we are pleased to be able to present you with the final version of the cab car presented
at the beginning of the year. Production will start in January 2021 on the basis of the
pre-orders received by then.

We hope you enjoy reading our newsletter.

Your

AB-Modell-team



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The low-floor cab car was
created in cooperation with
an Austrian model railroader
who originally designed the
vehicle as a 3D-printed
model.

Following our model
philosophy, we changed the
construction to an etched
nickel silver body, to achieve
as perfect a surface finish as

possible. The 3D-printed components
were adapted by the model railroader
so that they are compatible with the
housing.

The decals were also newly developed,
some of which were created using
structural printing in order to reproduce
the fine add-on parts.

The pictures show details of the rear
and front as well as the side
perspective.



RhB BDt 1751 ff.

Nm-113.1

Art.-Nr./item-no./produit-no.

Nickel silver handmade model
supplemented with 3D printed parts
to scale 1:160

for track width 6,5mm (Nm)

modernised version with modified front, light grey trim lines
available numbers BDt 1751 and 1757

available destination displays "Filisur", "Davos-Platz", "Chur"
„Pontresina", "Disentis/Muster" and "Scul-Tarasp"
more are in preparation

Model

The cab car runs on the well-known smooth running bogies
from Schlosser and has very good rolling characteristics.

The interior is largely complete, with colour-contrasting
seats and armrests, as well as a designed driver's cab. On
request we can position a few passengers and a driver to
liven up the model.

The front coupling is without function. An exchange to a
Kato close coupling is possible. At the rear there is a
MicroTrains coupling, which cannot be accommodated at
the front due to lack of space (details can be found on the
back).

Handle bars, heating and control lines, handles of the
multiple control line are free-standing. Power sockets, door
opening push buttons, hooks for destination boards, etc.
are raised. The bicycle sign on the luggage compartment
window is printed on the window film.

The model corresponds to the modernised version with
wide snow plough and structurally slightly modified front,
three-part handrails to give space for the two multiple
sockets, and Graubünden emblem. The side walls have the
broad, light grey trim lines of the modern RhB.

Prototype

In the course of the new NEVA retica timetable concept, the
Rhaetian Railway procured eight new BDt type low-floor
cab cars with luggage compartments, which were added to
the railway company's vehicle scheme as numbers 1751 to
1758. They were put into service from 1999.

The cars built by Stadler are allowed to run at a maximum
speed of 100km/h. They are mainly used on the
Pontresina-Scul/Tarasp, Disentis/Mustèr-Scul/Tarasp and
Davos-Filisur routes. Deployments on the other, regular
network are possible.

With a length of 18.5 metres, they offer 37 seats in second
class, most of which are in the low-floor area located
between the bogies. The windows in the high-floor area
can be opened.

The luggage compartment is equipped with hooks for
bicycles, among other things.

Delivery

The production preparations have been completed. We will
start manufacturing the models in January 2021 and expect
delivery from February.

Kits

If there is sufficient interest, we will also offer the model in
kit form. The building instructions have not yet been written
and will take some time.

Kits should therefore be available around the second
quarter of 2021.

We publish current prices on our website
at www.n-schmalspur.de. To be always up to date
please subscribe to our newsletter.
Thank you very much.

info@n-schmalspur.de

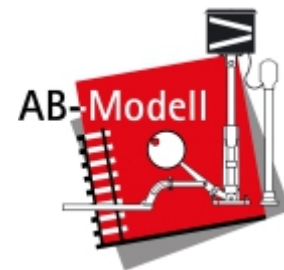
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Stand: 16.12.2020

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Operation

Cab cars are used in the prototype to reduce time-consuming shunting manoeuvres. A locomotive-hauled train can enter a terminal station, the loco-driver can change cabs and leave the station with the cab car in front. Mostly simple.

With short trains this also works with the model vehicle. With longer trains this depends very much on the track, the speed driven and the even rolling of all vehicles in the formation.

The MicroTrains coupling does not provide a frictional connection between the vehicles, so that especially model railroaders who want to use the push mode extensively can be recommended to install a coupling drawbar or a coupling with a stiff connection.

When pulled, the model behaves as you know it from other passenger cars.

The front coupling must be replaced in order to hitch up additional carriages (see below).

Couplers

At the rear, the model is equipped with the Z-coupling from MTL (MicroTrains Line). This offers safe operation especially when towing (see info above). With a little tinkering skill, a Kato close coupling can also be fitted to the easy-running bogie. Important: the Kato coupling must not be screwed on tightly so that it can move in the curves.



A model coupling is installed at the front, which is true to the prototype, but has no function.

The front coupling can easily be exchanged for a Kato close coupling.

There is no space for the coupling box of the MTL coupling (see picture above). We can by no means recommend the necessary intervention in the following bogie for the hidden installation of the MTL, as it then becomes too unstable! If you still want to attach an MTL coupling, carefully push it in - only so far that it does not protrude inside. The coupling will stick out far to the front! To secure it, fix the coupling box with some glue.

In the prototype, additional passenger or goods wagons are sometimes added to the hauled formation. With the pushed formation an additional driving trailer is conceivable, but absolutely the exception.

The conversion of the front coupling is therefore useful for all model railroaders who want to simulate the attachment of additional wagons.

Operation on 9mm-track?

Due to a large number of customer enquiries about this model, we would like to briefly address the subject of 9mm gauge N track.

The handmade model is designed for 6.5mm track width. A conversion to 9mm bogies is not possible because the body is kept exemplary narrow.

Theoretically, of course, all components could be scaled to the Japanese N scale 1:150 to create the required space, but we do not have the capacity to realise the design and production. Therefore there will be no model for N-tracks from our company for the low-floor cab car.

Thank you for your understanding.

Prices

Please note the favourable pre-order prices valid until 31.01.2021. Orders received after this date will be invoiced at the regular prices.

All customers who have made a reservation for the model as per order status 16.12.2020 will also receive an early bird discount of 3% on the pre-order price.

Thank you for making an important contribution to the realisation of the model with your reservation and for making our calculation easier.

All reservations as well as new orders will be confirmed shortly with current prices by eMail.

features	price/item-no.
RhB - Low-floor cab car NEVA retica BDt 1751ff., with modernised front and wide, light grey stripes, train destination: "Filisur" (if not otherwise indicated), ready-to-run model	EUR 319,00 Nm-113.1 preorder-price EUR 299,-*
6 seated travellers, fully assembled, max. 2 sets (not available individually)	EUR 10,00 Nm-113.1R
locomotive driver, fully assembled (not available individually)	EUR 3,00 Nm-113.1L
manufacture of a new, non-series train destination	EUR 5,00 Nm-113.1Z
RhB - Low-floor cab car NEVA retica BDt 1751ff., with modernised front and wide, light grey stripes full kit	EUR 119,00 Nm-113.0 preorder-price EUR 109,-*

Vorbestellpreis/early-order-price/prix précommande

* Vorbestellung bis
Reservation until
Réservation jusque **31.01.2021**

We publish current prices on our website at www.n-schmalspur.de. To be always up to date please subscribe to our newsletter. Thank you very much.