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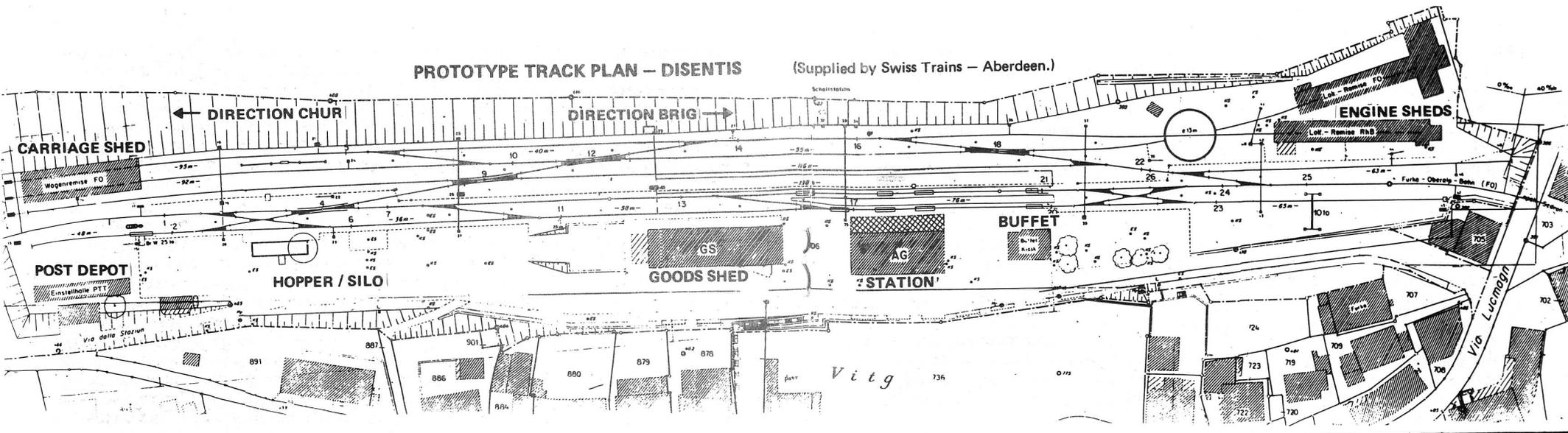
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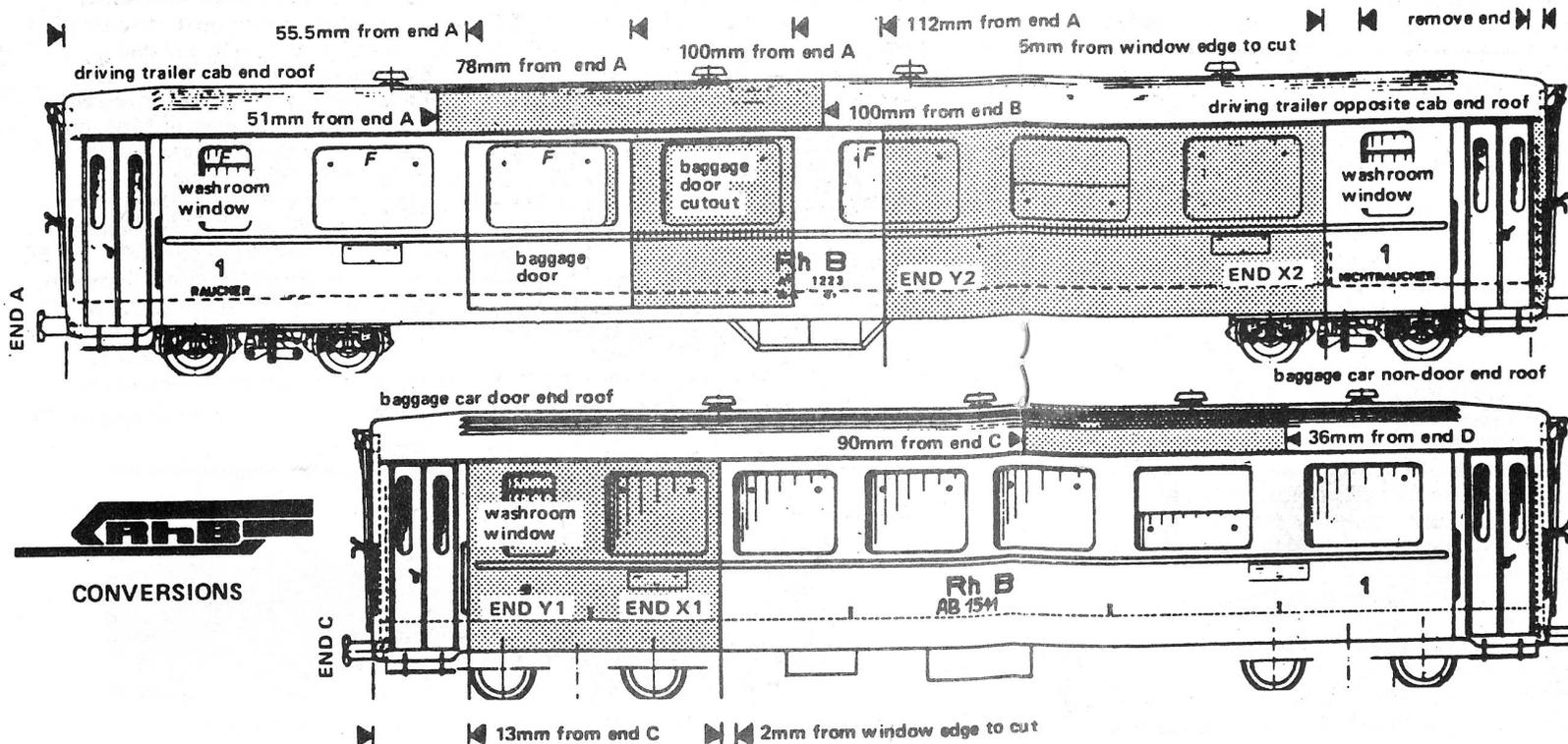
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PROTOTYPE TRACK PLAN – DISENTIS

(Supplied by Swiss Trains – Aberdeen.)



A GRICER'S GUIDE TO MODELLING SWISS METRE GAUGE COACHES IN 'HOM' - PART 2 By Mike South, continued from October 1985 edition of the Swiss Express.



The following article, the second of two, about modelling with Bemo coaches, is by Mike South, a member of the O09 Society living in Canada. It was originally published in their journal '009 News' and is reproduced here, in edited form, by kind permission of the editor, Hugh Smith.

BEMO 3252 (Green)
RhB A 1223-1243
Hom Scale 1:87

END B

BEMO 3256 (Green)
RhB AB 1541-1546
Hom Scale 1:87

END D



BEMO BASHERS BEGIN HERE.....

To dismantle any of the BEMO coaches based on FFA prototypes, proceed carefully as follows:-

- 1) Unscrew both bogies and place them and their mounting screws/pins to one side.
- 2) Take two large ordinary flat-bladed table knives for use as spatula levers to pry apart the coach body from its underframe. Turn the coach upside down and slip one knife between the coach bodyside and the grey floor pan. Pry the side outwards from the floor pan (don't worry it is very flexible), making sure that the window glass moulding stays clipped into the bodyside and not sprung against the floor pan/seating unit. Pry the other side from the floor pan using the same technique. The floor pan and seating unit can now be levered downwards and outwards, as the retaining lugs on the grey floor pan will have been released from their slots in the window glass moulding unit.
- 3) Pry the seating unit from the floor pan, which will allow the silver and steps units to be separated from the floor pan. Place all four items to one side.
- 4) Using only gentle finger pressure pop out both side window moulding units from the bodyshell by pushing them into the coach. Place the windows to one side.
- 5) With a small screwdriver blade, push out from the inside the central locating pins which retain the side folding doors in their recessed door alcoves. Place all four doors to one side.
- 6) The coach end doors and corridor connection mouldings are retained by clips which can be unclipped using the same small screwdriver blade from the inside of the coach. Again, place all four mouldings to one side.
- 7) The window units behind the side and end doors, even though they are cemented in place, can be gently pried loose from the bodyshell by carefully working a sharp pointed blade modelling scalpel under the moulding lip until it severs the capillary action cement joint between bodyshell and window unit. Place windows to one side.
- 8) Finally, the roof is retained by three lugs on each side which clip down through the false roof moulding which is part of the bodyshell moulding. Push each lug in turn inwards towards the coach centre line using that small screwdriver again. This will release the roof unit. From the inside push out all the roof ventilator mouldings. Store all parts safely.
- 9) All BEMO FFA coaches use a green plastic for the bodyshell moulding, regardless of the final outer bodyshell colour. So save yourself a lot of work paint stripping by, if at all possible, always selecting a green finished bodyshell to work with. At any event, now strip of all external markings (and paint) using a suitable proprietary liquid model paint stripper. Caution: the formulation of the BEMO plastic is such that it will turn permanently soft and dough-like if a popular brand of model paint remover paste called Modelstrip is used - avoid this one at all costs. The paint that BEMO use for converting green mouldings to red bodyshells seems to be of a peculiar 'permanently soft/never quite hardens' type, which is resistant to many brake fluid based paint removers. One particular brand of liquid model paint remover which does work well, however, and does not attack BEMO's special plastic is Accutstrip by SMP Industries. It is obtainable from the better stockists of American-prototype model paints.
- 10) You have now a dismantled BEMO FFA coach and are ready to 'coach bashing'.

BUILDING A DZ 4231-4232 BAGGAGE CAR AND AN ABt 1701-1703 "PUSH-PULL" DRIVING TRAILER COMPOSITE.

First dismantle one each BEMO 3252 and 3256 coaches as per the previous instructions. Then saw up the bodies into the parts shown on the accompanying

scale drawings. By cutting accurately on the side shown, the cut when carried right across the bodyshell will automatically come out at the right place on the other side, notwithstanding any differences in window positions. In each instance work from the 'scrap' side of the cutting line (that which is shown shaded on the diagrams). It is better to cut too long and then fine finish with wet and dry paper than to cut too short and then have to buy another coach! The best way to achieve an absolutely square cut is to use a mitre box with the coach clamped firmly in place. The actual cut line should be marked out with the assistance of a small square on a piece of masking tape that has been laid over where the cut will be. The tape stops you from damaging the rest of the body if the razor saw you are using should skid. Do not use a power saw or cutting disc, such as a Dremel, as the cutting speed is such that the heat generated melts the plastic in proximity to the cut line. A good old fashioned fine toothed X-acto razor saw, mitre box and set of clamps are quite the best here.

The cutouts for the baggage car doors are best made by drilling pilot holes near where the corners will lie, then repeatedly scoring with an ordinary scapel along the lines between the holes until the plastic is cut through. Fine finish with Swiss needle files. Don't forget to file out the shaded area of the window opening where the baggage door itself will ultimately be on 'End A' of the 3252 bodyshell.

To ensure the ends are absolutely square I use a precision disc sander made expressly for professional modelmakers and available through Messrs. EMA (the 'Plastruct' people) on both sides of the Atlantic. If your budget doesn't run to this invaluable tool, Dremel make a cheaper and slightly less powerful model. Do not however, use the Dremel belt sander, as this tends to 'wander' and will not give you the requisite 'all square' finish. Those with access to a technical college or similar metalwork shop can use one of their planishing machines - wonderful gadgets! Last, but not least, a good eye, a steady and patient hand, plus some wet 600 grade wet-&-dry paper fixed face-up onto a sheet of plate glass can achieve the same results.

Butt join end X1 (of End D) to end X2 (of End B) to form the major body component of the ABt. Likewise, butt join end Y1 (of End C) to end Y2 (of End A) to make the body of the Dz. Clamp the pieces firmly together, by using small clamps against steel rulers laid along each side of the body pieces to maintain bodyside alignment. Use liquid solvent cement sparingly brushed on the joints from the inside to seal the parts together - then set the body shells aside for at least 24 hours to allow the joints to fully cure.

Here the building instructions for the two types of coach diverge...

DZ4231 - 4232 BAGGAGE CARS.

Cut out two pieces of .040 thou plasticard, 95 mm long and 24 mm high. Mark on each the position of the baggage door cutout window - see the scale drawings - then cut out and form these window openings (same technique as for making the baggage door cutouts themselves). Using solvent cement, carefully and accurately affix each strip on the inside of each bodyside, remembering that the sides of the car are 'mirror' image and that each 'baggage door cutout' lies at the same end of the car.

Next, by direct measurement, cut oblongs of .040 thou plasticard to blank out and fill all the bodyside window openings (marked F on the drawings). Fix these in place with solvent cement. Note, however, that the window opening in the Baggage Door itself only requires a 5mm wide strip of .040 thou plasticard accurately placed in the centre, rather than complete filling.

Using the same .040 thou plastic card, plate over' the folding door openings at the end of the car which will not have folding side doors. Cut a strip 10 mm wide and determine length by direct measurement.

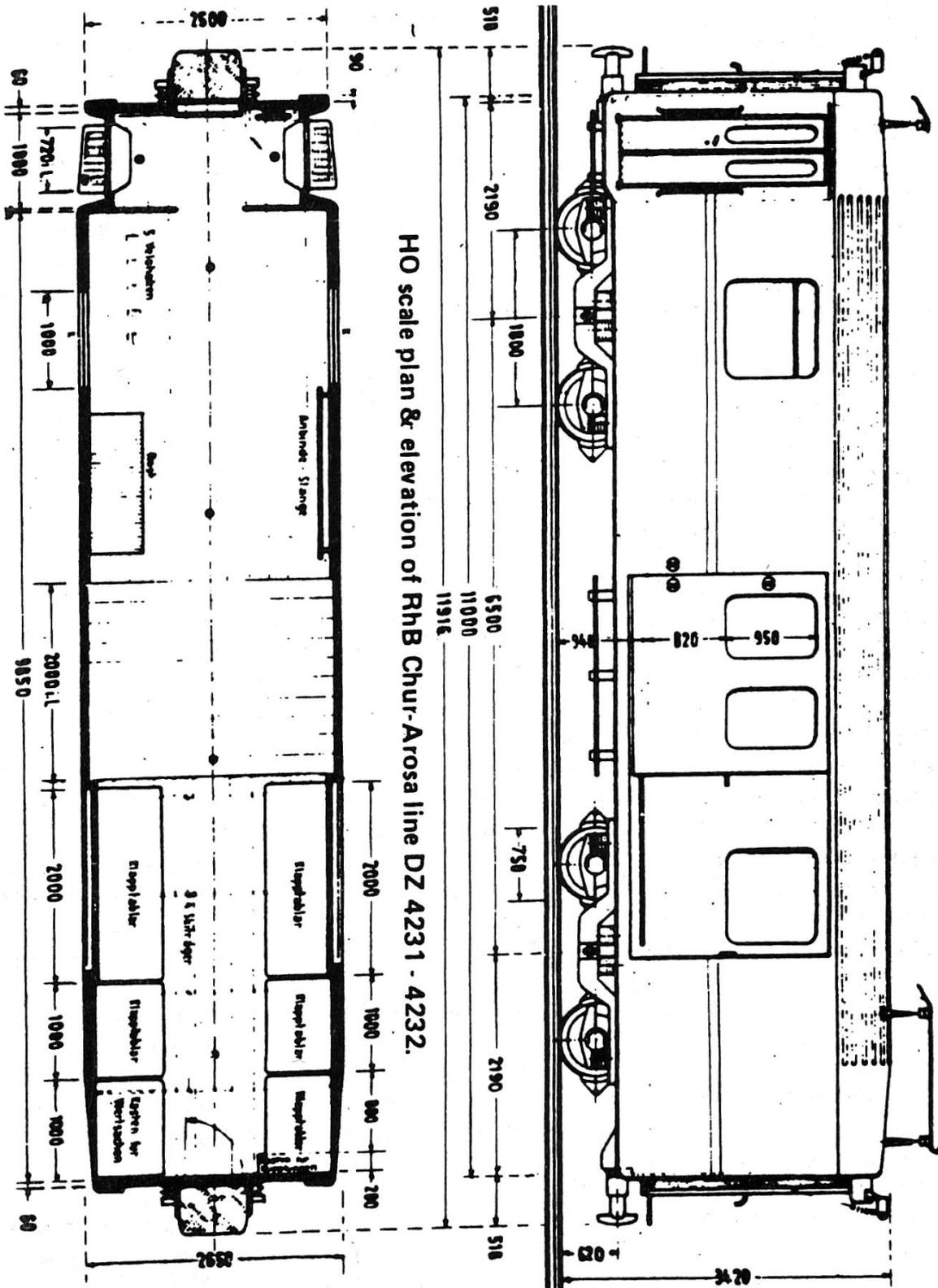
Now wait 24 hours for the solvent cement to cure! Fill any small cracks or gaps around the filler pieces of plasticard with Milliput Standard Yellow-Grey putty, if necessary mixing it to a thin paste by the judicious addition of spit (works much better than mere water!). Years of experience have shown 'Milliput' to be quite the best plastic filler, as it retains its dimensional stability, does not shrink with age, is easily worked - as a paste or when hard - yet is flexible enough to adjust to surrounding expansion, and contraction. Not all hobby stores stock it, but virtually any of the military modelling specialists do. At all costs avoid Testors Contour Putty for Plastic Models, which for this application is useless. Over time, chemicals leaching out of the BEMO plastic react with those from the curing Testors, causing the filler to drop out about 6 months after you have finished the model! Again, set everything aside for 24 hours.

When everything is thoroughly cured, rub down all the joints absolutely smooth using wet 600 grade wet - & dry paper on a small sanding block or wrapped round the end of a thin sharpened lollipop stock. Then by direct measurement from the drawing mark out and cut out the bodyside windows. Lightly bevel the edges of all the window openings with a flat Swiss needle file, as per the original BEMO bodyside shells. Also form by filling a slight tumblehome on the bottom edge of the bodyside where the end folding door openings were plated over. Next affix a mid-height bodyside rubbing strake - as shown on the drawing - along each car side. This can be made out of a strip of .050 thou by .010 thou Plastikard Microstrip. Note that the strake does not continue over the Baggage Door, nor within the baggage door cutout. Following this, drill out three 1/16" dia. (No. 17) holes each side to form the wells for the recessed door handle grabs on and alongside the Baggage Doors. I used the drill in a hand help pin vise to make sure I didn't go right through the side and centre-punched each hole to make sure the drill did not 'wander' The grab handles themselves were formed out of small offcuts of .020" dia. plastic rod (Grandt Line 3902 or Mopok - if you can still locate some of the latter).

If you are ultra fastidious, a representation of the black rubber sealing strip which holds each of the prototype's window units in place can be made out of .010" dia. plastic Rod (Grandt Line 3901). Tack the rod in place with solvent cement, letting each side set thoroughly before forming the corners and proceeding to the next side of the window opening. The horizontal glazing bar of the bodyside window nearest the end with folding doors can be fabricated from a piece of .040" dia. plastic rod (Grandt Line 3904). On the prototypes, the windows hinge inwards from the bottom, i.e. they are 'scuttle' windows.

When the coaches were first built they were fitted with corridor connection concertinas. Later these were removed. As I prefer my models with the 'concertinas' in place, I needed to do nothing further. But if you prefer the later version, fill in the locating holes for the clips on the BEMO corridor connection concertinas with body putty.

Using the scale drawings again, fabricate a roof assembly out of the roof of the BEMO 3256 coach. Plug all the former roof ventilator holes with body putty, as the Baggage Car has no roof ventilators. Some of the lugs which clip down through the false roof mouldings will now be out of alignment with



HO scale plan & elevation of RHB Chur-Arosa line DZ 4231 - 4232.

their mating holes in the false roof moulding. Drill and file out new holes in the false roof moulding to match the revised lug locations, but do not assemble at this time.

Lastly, take the underframe/floor pan from the BEMO 3256 and cut out a 36mm long section from the middle. At the same time remove all underfloor mounted battery etc. boxes from the underframe, as the baggage cars only carry brake gear and its associated cylinders. An internal strengthening gusset over the join will help body strength later.

Now you can spray paint the entire bodyshell in RhB red. If somebody makes an authentically matched model colour paint (perhaps a Swiss model Shop/manufacturer?) please let me know. The nearest available match I could find was Floquil RR135 - Southern Pacific Daylight Red. The roof was sprayed in Floquil RR100 - Old Silver. After the bodyshell had thoroughly dried, I masked up the sides and sprayed on a silver stripe on the mid-height bodyside running strake.

The RhB 'flying snail' logo was a waterslide decal from Wabu-Waibel, No. 244 in white - it should be located centrally under the top-opening bodyside window. Wabu-Waibel decals are obtainable to special order from Victors or direct from the manufacturers, Wabu A.G., Rosengartenstr. 5, CH-8037 Zurich (Switzerland). Telephone 01 444 775. Like all good Swiss businesses, they correspond in English and Swiss Francs !

Now for final assembly. First, glaze all the side windows with your favourite glazing material. I prefer real glass from Clover House. Pack No. 231 gives you 25 pieces of 2.3" x 0.9" x .006" microthin glass. Real glass has the advantages that it doesn't scratch like plastic, nor does static build-up attract so much dust, and it looks much better. Fix one set of end door steps in place then clip the floor pan into the body and glue it in place with a rubber-based adhesive, such as Walthers' "Goo". Clip the roof in place and refit the end corridor connections plus the coach end doors. Next fit two sets of 'silver' folding doors ex-the BEMO 3252 bodyshell (those ex-BEMO 3256 are 'gold' and the wrong colour for this application). Last of all screw in place the 'Type B' bogies ex- BEMO 3256 and plug in to their pre-drilled holes BEMO's wire folding door grab handles (they are the things that look like staples, and come taped to the box carrier tray inside the model's original packaging).

Detail hounds can pick out the black rubber window sealing strips in black and fabricate sets of steps under the Baggage Doors - I made mine out of soldered up brass strip for strength. The roof end insulators and busbar connectors shown in the drawings will be covered later, but can be omitted if you so chose.

REFERENCES. R7:d- t566; p-417, 453, 456, 457, 507, 523, 527, 567. R8: p-pg 156 (lower), 158, 160, 163. (R8 = Die Rhatische Bahn by Franz Marti & Walter Trub (ISBN 3-280-00786-0), Orell Fussli Verlag Zurich (Switzerland), Published: 1972).

NEW MODEL REVIEWS

ROXY. The two motor version of the BLS loco Ae 6/8 (HO) is now on sale. Priced at about £175 it is worth the extra money for the much enhanced pulling power. The body detail is good but one item that is a little disappointing is the fact that the lights being made to scale could not be fitted with bulbs. The weight of the model is just above 600 grammes and the pulling power is excellent. The gearing tended to be a little noisy when pulling a heavy load, but a minute amount of Moly slip grease cured that problem.

AKU. The "HO" scale model of the SBB Be 6/8 III "Krokodile" is a complete rebuild of the Maerklin HAMO locomotive. The model reviewed was the version with the RP 25 wheels and SBB Green paintwork. Detailing is very good, with many brass roof details added, sprung buffers, handrails and HRF detailing plates etc. The whole model was painted with correct colour paints from Old Pullman. This model is also available in brown body colour, and with NEM wheels. An AC motored version is shown on the leaflet with the model. Although rather expensive at £148, it is a beautiful model.