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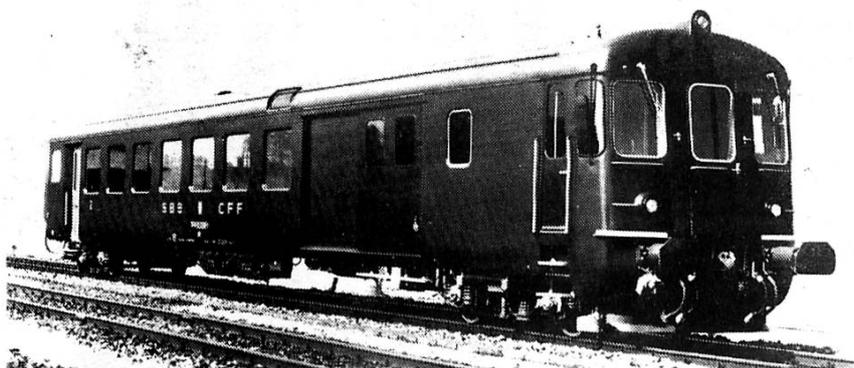
THE S.B.B. IN HO (A NITPICKERS GUIDE TO A BETTER BAHN)

By John Jesson

PART 2 LIMA BDt-II

These 30 push-pull driving trailers were built in 1976 and carry numbers in the series 50 85 82-33 910 - 939. They weigh 33 tons, are passed for speeds of 125 km/h when being propelled, 140 km/h otherwise, and have 48/2nd class seats and a 19 sq.m service/luggage area.

The Lima model is generally close to scale, the height above rail level being the only discrepancy that notices, as it is not only nearly 2½mm too high but the Roco Type II coaches, with which it normally operates, are slightly low. Detail is mostly good; handrails are moulded as part of the main body, with those by the passenger doors picked out in yellow. The cab front windows have silvered frames and windscreen wipers, while the large passenger windows have moulded representations of the grab handles. The bogies are certainly conspicuously Swiss, but whether they are correct is open to question, as they are more like the bogies fitted to the international RIC stock than those used under the Type II vehicles. The bogie under the non-driving end should be fitted with a generator and footsteps. An interior is provided, moulded in bright red plastic, and the triple headlights are lit when travelling forwards. Inscriptions are well printed and comprehensive, and the number, 50 85 82-33 916 - 6 is correct. (It has been known for manufacturers to get the computer check number wrong).



*BDt series 50-85 82-33
910-939. Photo SBB.*

From the modellers point of view this is a good model which can be improved with little difficulty. My starting point was to reduce the overall height while retaining, for the time being, the existing bogies. Replacing the 11.7 mm Ø Lima wheels with Roco 9 mm Ø sets (40194) does over half the job. While looking for ways to reduce the height a bit more, I found that, when the screws fastening the chassis to the body were tightened, both ends of the chassis were slightly too low. I solved this with some long B.A. screws which are positioned just outside the bogie pivots and are tapped into the glazing moulding. This has brought the height down to 43 mm, which I find acceptable. Footboards, generator and handrails I made from plastic and brass..

The only concession Lima have made to expediency is to cut away the bottom of the cab front skirt to allow their coupling freedom of movement. This has also meant that the guard Sheet/snowplough is not modelled. If the coupling is retained, there is not much that can be done but if, like me, you do away with the coupling, then the skirt can be built up, but it's not an easy job, and I have not got it right yet.

The rest of the work is in the paint shop; the interior can be made to look much more realistic with a little time. (The colours I used were listed in the last issue of Swiss Express.) On the outside, the roof was painted with Roco 7007S Umbragrau, which is a very close match to the roof colour on the Roco Type II coaches. The square windows of the luggage area, between the cab and sliding doors on each side, should have

aluminium frames, as should the top vent of the toilet window. Humbrol Polished Aluminium was used for these, and also for the footsteps above the front buffers. The passenger doors were given a coat of Satin Gold, and the door still painted black where Limas gold paint had spread, and handrails touched in with yellow.

Einheitstyp II. LIMA BDt (30 9151 L)

Length over buffers			Length over body			Bogie centres			Bogie wheelbase		
1:1	1:87	model	1:1	1:87	model	1:1	1:87	model	1:1	1:87	model
25430	292,3	289,5	24566	283,4	281,3	18900	217,2	216,0	2500	28,7	27,0

Height above rail			Body width			Buffer height			Buffer separation		
1:1	1:87	model	1:1	1:87	model	1:1	1:87	model	1:1	1:87	model
3700	42,5	44,9	2850	32,8	32,9	1060	12,2	15,0(fr) 14,0(bk)	1750	20,1	19,8

POSTSCRIPT

Since writing this I have fitted my BDt with bogies from a Roco B-II coach, which has improved the appearance and height no end, but involves a fair amount of work. Electrical pick-ups needs to be provided to retain the headlights, and new mountings for the footsteps arranged at the passenger end. (N.B. These footsteps are not centrally mounted on the bogies, because the bogies are not quite centrally partitioned under the passenger entrance doors on the Type II stock, and the bogie involved is reverse-mounted to position the generator correctly.) At the driving end, I have removed the mounting points for the steepboards and filled the remaining holes.

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