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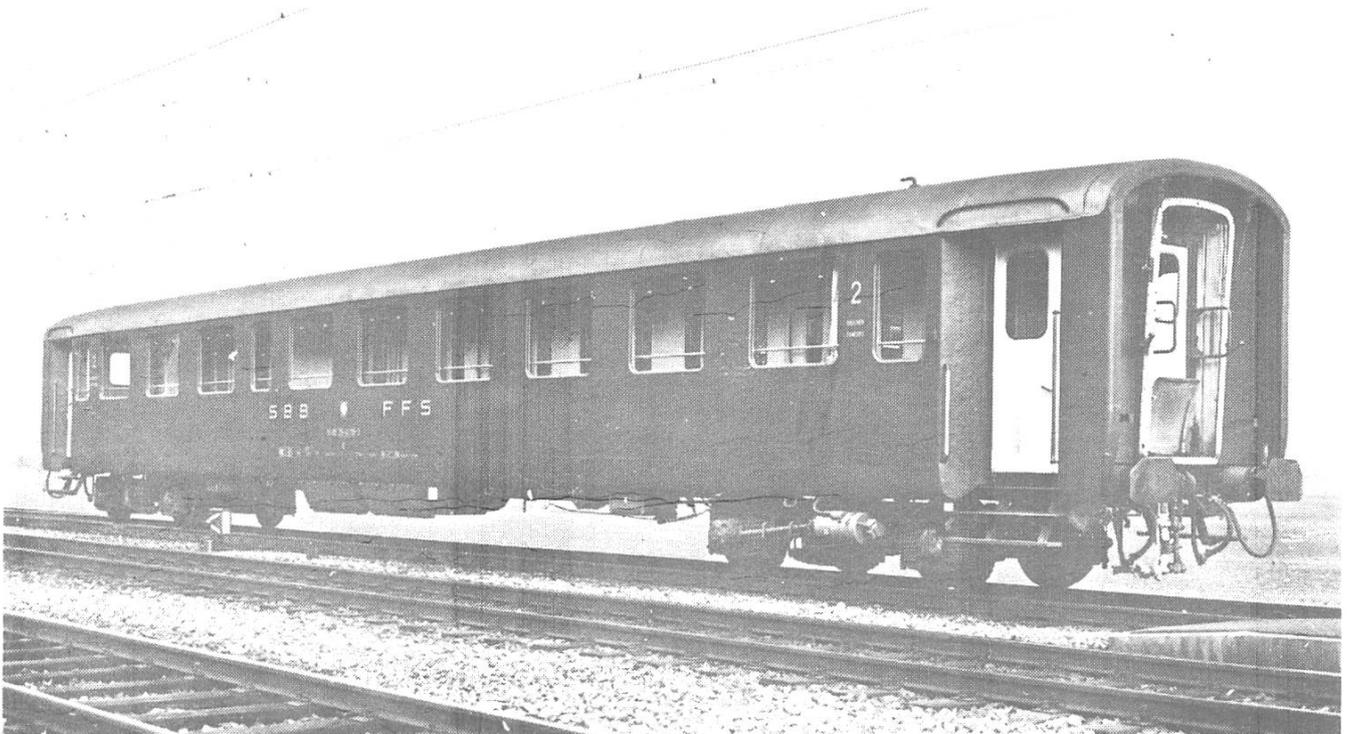
THE S.B.B. IN HO. (A NIT-PICKERS GUIDE TO A BETTER BAHN)

by John Jesson

LIMA B-RIC SCHLIEREN TYPE B.L.S.

Only thirty of these vehicles were built, in 1956/7, and were, I believe, the first new international coaches built for the S.B.B. after the war, along with the similar A and Bc types. They weighed 33 tons and were passed for 160 km/h running. 72 seats were provided in 9 compartments. Running numbers are 51 85 29-70 100 - 129 although the original UIC heating code was 80.

Lima have produced a good model of this rather distinctive type. Basic dimensions are close to scale but, as is usual with Lima, the coach sits too high - to the tune of about 2.5 mm. The bogies are incorrect for this type of vehicle, and one of them should carry a generator. The buffers are too short, resulting in the length over the body being longer than the length over buffers. Almost the only body details are the handrails at each side of the deeply recessed doors. These are moulded rather high, and are a little too heavy looking for my taste. The bellows-type corridor connections are nicely produced, as are the footsteps. The roof is completely plain apart from a moulding mark



'B' RIC no. 51 85 29 - 80 100 - 129. Photo SBB

in the centre and short rainstrips over each door. There is a slight difficulty here, as the drawing I have shows ventilators over each compartment, whereas the accompanying photograph shows none. Lettering is clear and comprehensive, the number being 51 85 29-80 127-7, which is correct for the coach when still fitted for steam heating as well as electric.

Improving the model is a straightforward job, presenting few difficulties. I have replaced the Lima bogies by Roco ones, of the type fitted to the Einheits type II luggage vans. This is an easier job than it seems at first sight. The pivot hole in the floor of the coach is a snug fit for an 8 B.A. nut, which can be secured with superglue or epoxy. The moulded pivot pin on the Roco bogies is removed, and a new baseplate superglued to the underside of the bogie. (see sketch). The whole lot is assembled with an 8 B.A. screw, with a lock-nut inside the body. No modifications need to be made to the interior moulding as there are already holes to accommodate the Lima bogie pivots.

Conveniently, changing the bogies reduces the overall height to about 44,5 mm, which is near enough correct for me.

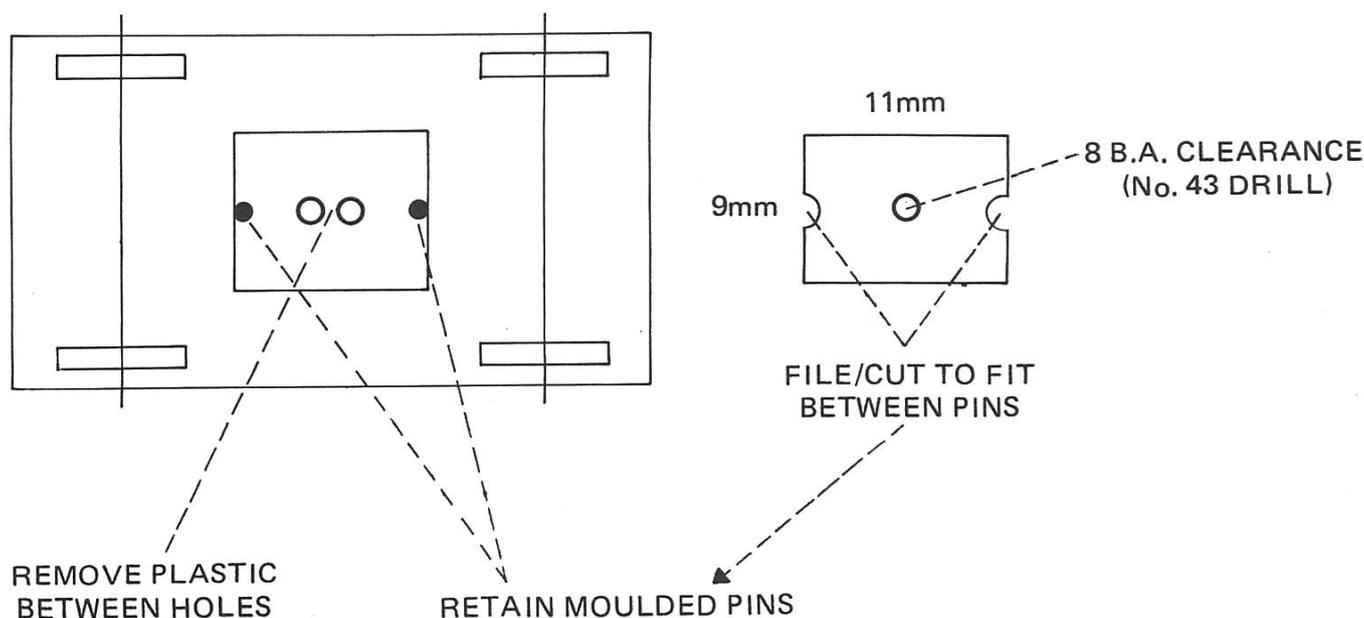
I have removed the moulded handrails and replaced them with new ones made of nickel silver wire. Each doorway has a short handrail (9 mm) towards the middle of the coach, and a longer one (15 mm) towards the end of the coach. The bottom of each handrail is 1 mm above the bottom of the door. The corridor should have a handrail running along the inside of the windows. This should be 3 mm above the bottom edge of the window/roof moulding, and is made, in my case, from this steel rod.

After removing the moulding pip, I repainted the roof with my usual Roco Umbragrau. The exterior doors are silver on this stock, so I used Humbrol Polished Aluminium for them, as well as for the vestibule doors. Handrails are yellow, and I used Old Pullman S.B.B. green where any touching-up of the body colour was required. The interior was painted in the usual colours.

Three things I have not mentioned. The bogie-mounted generator is at the 'Smoking' end of the coach on the corridor side. Use Roco's generator or make your own. The buffers I have not replaced as I know of none suitable. This leaves couplings, which I am afraid I shall leave to you to arrange.

Finally, one word of warning. Replacing the bogies as described limits the radius the coach will negotiate. I estimate the minimum radius now to be about 24 in..

BOGIE - BOTTOM VIEW



LIMA B-RIC Schlieren/BLS (30 9189)

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
23700	272,4	266,1	23300	267,8	266,9	16300	187,4	186,0	2700	31,0	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
3840	44,1	46,5	2920	33,6	34,0	1060	12,2	12,6	1750	20,1	20,0