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THE S.B.B. IN HO. (A NIT - PICKERS GUIDE TO A BETTER BAHN - PART 4)

by John Jesson

LILIPUT Am-RIC, Bm-RIC-x, Bcm-RIC-x, WRm. JOUEF ABm-RIC, Bm-RIC-x.

During the 60's and 70's the SBB constructed a number of vehicles for international use which, in my opinion, are the best coaches in Europe. Six types were built, of which Liliput make four and Jouef three, leaving only the luggage van unavailable in model form.

All vehicles are now passed for 160 km/h running and carry the speed/heating code 70, but some, and maybe all, Bm and Bcm were originally 140 km/h vehicles, and carried a 40 code. The change of code not only denotes the upgrading of the speed range, but also the removal of steam heat equipment. Similarly, the Am has lost its steam heating although the speed rating remains the same. The code here is now 70 instead of 80. The foregoing explains, I hope, the discrepancies between the number series shown above and those of the Liliput models, which were first introduced in 1970.

	Built	Weight	Seats	Number series
Am	1969-70	35 tons	54 x 1	51 85 19-70 000 - 039 + *
ABm	1971-72	35 tons	(24 x 1)	51 85 30-70 000 - 039 *
			(36 x 2)	
Bm	1966-68	35 tons	72 x 2	51 85 22-70 000 - 099 +
	1972-78	36 tons	66 x 2	51 85 21-70 000 - 089 *
				110 - 149
				170 - 219
	1977	36 tons	66 x 2	51 85 21-70 090 - 109
				150 - 169
Bcm	1964	37 tons	60 x 2	51 85 50-70 000 - 019 (+)
	1970-72	37 tons	60 x 2	51 85 50-70 020 - 049
Dms	1977	33 tons	-	51 85 92-70 000 - 019
WRm	1967	38 tons	52	61 85 88-70 000 - 009

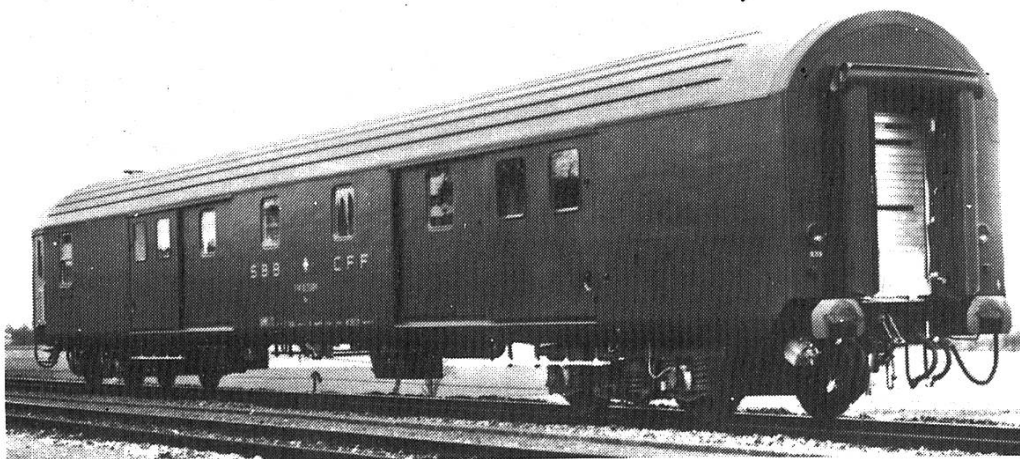
+ = Liliput model, (+) = Liliput model incorrect, * = Jouef Model

The Liliput models, although not, perhaps, as perfect as today's models are nevertheless very good. They were the first 1:87 scale length 26.4m stock produced by a major manufacturer and represented a substantial advance in realism. Unfortunately, the Bcm is incorrect, as the prototype has 11 compartments (including one for the attendant), whereas the model is the Bm with different markings and has 12 compartments. Scale accuracy otherwise is good. The height above rail level is marginally excessive, especially the restaurant car, but the switchback roof profile of many international trains renders this unnoticeable. Window frames are silvered and, in the case of the Bm and Bcm, several of the windows are moulded partly open. The handrails at each end of the bodysides are recessed on the three passenger vehicle models, which is incorrect. The restaurant car, though, is correct in this respect. (It was a later addition to the Liliput range.) Bogies are the correct type, and are accurate even to the mini-generators on one side. These should be on the compartment side of the coaches, and the non-kitchen side of the restaurant car. The ribbed roofs are nicely done - an important point, as this is often the most obvious part of a model - and the restaurant car has a working pantograph with its associated electrical equipment mounted over the passenger saloon, as well as two ventilators over the kitchen.

One discrepancy between the models and the drawings I have is the provision or not of electric tail lights on the body ends. None of the models have them, but the drawings

show the Bcm and WRm to be so fitted. It could be that the prototypes were built without tail lights, and have been modified since, but I do not know if this is the right interpretation. The models I have are all in the older livery, red for the restaurant car and green for the other types. There seem to be at least three shades of green used in different batches, but as the prototype varies just as much, if not more, this is acceptable. However, what is not so good is the run-over of the roof and door colours onto the base colour on some models. My Bm examples are O.K., but there is a certain amount of smudging on the restaurant car, while the Am doors are very bad. On the Am, the yellow line above the windows should extend over the doors and round the ends almost as far as the corridor connections.

Turning to the Jouef models, which have recently been reintroduced, we find that in their principal dimensions they are just about perfect. They do not convince me as much as the Liliput models, though, because of the smaller points. No interiors are fitted, nor steps below the doors. The bogies, although of the correct type, have rounded corners. The buffers are rudimentary, being the heads only, moulded as part of the corridor connections. The passenger doors are pale green, rather than gold, and the corridor connection door is not painted at all, being clear plastic. The windows are too large, and



*SBB - CFF
RIC Dms -
59 85 92-70 000-019
1977
33 t*

Photo SBB.

the glazing is not inset into the body moulding sufficiently. As with the Liliput coaches, the first class identification line stops short of the doors and the handrails are inset into the bodyside. Finally, the inscriptions are too prominent, being too bright and slightly too large, although they are extremely clear.

Most of these faults are fairly easily corrected. As I have only recently obtained the Jouef coaches (I still do not have an Am), I have not 'operated' on them yet, but much of the work is applicable to both manufacturers models. On the Liliput stock, the recessed handrails were removed and the recesses filled. New handrails were made from nickel silver wire. Internal corridor handrails, missing from the models, were provided, using thin steel rod. These should run inside the large corridor windows, about 3mm above the bottom edge. Tail lights could be installed (although I have not done so), about 7mm above the bottom edge of the body moulding. For painting, the nearest match to the Liliput greens I have found is D.B. Chromoxydgrün by Humbrol or CompuColor (available from Howes). Passenger doors were repainted with Humbrol Satin Gold, the first class line extended and, as usual, the interiors have benefitted greatly from being painted.

Although, as I have said, I have not carried out any work yet on my Jouef models, I have bent an eye towards them. The worst problem is the window size, about which I can find no easy solution. Similarly, the degree of inset of the glazing. Footsteps would best be fabricated from brass or nickel silver, while the buffer heads can be detached from the corridor connections and provided with shanks.

(The housings on the bufferbeams are moulded already). The inscriptions are probably best removed and replaced by Elmoba dry-paint, and an interior made from plastic sheet. The corridor connection doors and passenger doors need painting.

LILIPUT	88150	Am - RIC	51 85 19-80 024-8
	88250	Bm - RIC - X	51 85 22-40 084-6
	88350	Bcm - RIC - X	51 85 50-40 017-1
	88050	WRm	51 85 88-70 004-8
JOUF	5782	ABm - RIC	51 85 30-70 018-7
	5783	Bm - RIC - X	51 85 21-70 009-7

	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
(L) Am	26400	303,4	301,0	26100	300,0	300,0	19000	218,4	217,0	2500	28,7	28,7
(L) Bm/Bcm	"	"	301,5	"	"	301,0	"	"	217,5	"	"	28,7
(L) WRm	"	"	303,0	"	"	300,0	"	"	217,5	"	"	28,7
(J) ABm	"	"	303,4	"	"	300,0	"	"	218,5	"	"	28,7
(J) Bm	"	"	303,4	"	"	300,0	"	"	218,5	"	"	28,7

	Height above rail			Width over body			Buffer height			Buffer separation		
	1:1	1:87	model	1:1	1:87	model	1:1	1:87	model	1:1	1:87	model
(L) Am	4100	47,1	47,5	2825	32,5	32,5	1060	12,2	12,3	1750	20,1	20,0
(L) Bm/Bcm	"	"	47,8	"	"	32,5	"	"	12,3	"	"	20,0
(L) WRm	"	"	48,5	"	"	32,4	"	"	12,4	"	"	20,0
(J) ABm	"	"	47,0	"	"	32,3	"	"	12,0	"	"	20,0
(J) Bm	"	"	47,0	"	"	52,5	"	"	12,0	"	"	20,0

One last comment. The Jouf Bm is a model of the later, 11 compartment, vehicle and can be converted to a couchette by the simple expedient of labelling it as such whilst re-lettering the vehicle, not forgetting to apply the correct number and vehicle type code (Bcm).

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