Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 1 (1986-1987)
Heft: 12

Artikel: Improving the LIMA Re 6/6
Autor: Jesson, John
DOI: https://doi.org/10.5169/seals-853712

Nutzungsbedingungen
Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Mehr erfahren

Conditions d'utilisation
L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. En savoir plus

Terms of use
The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. Find out more

Download PDF: 17.10.2025

ETH-Bibliothek Zürich, E-Periodica, https://www.e-periodica.ch

IMPROVING THE LIMA Re 6/6

John Jesson

When I reviewed this model I promised that I would describe improvements to it, so here we are.

As the model is already very good there is not too much involved, and one evenings work was all that was necessary to do everything. The improvements were to current collection, buffers, couplings, pantographs and markings. I wanted current collection from all wheels, which involved fitting pick-ups to the centre bogie; the buffers are completely wrong and I have tried to achieve a better representation of the type fitted to the prototype; I use Kadee couplings, so needed to replace the conventional European type; pantographs as supplied are inaccurate, and the various markings can be more realistic with the use of etched versions.

Current Collection

Fitting current pick-ups to the centre bogie is a straightforward job which can be done quite invisibly, although routing the wires from the bogie to the motor requires care. Firstly, a strip of lead was glued to the top inside surface of the plastic frame, to give greater stability. The collectors are 27 swg phosphor-bronze wire, bearing on the backs of the wheels. The mid-point of each wire was soldered to the head of a 12 BA brass screw. These pass through clearance holes drilled 4 mm from the bottom (open) edge of the bogie chassis and are secured with a nut. Two pieces of thin, flexible (multi-strand) wire were soldered to two 12 BA brass washers, which were then secured, one to each bolt, with more nuts. The 12 BA screws may need to be shortened to avoid them touching - mine did. The two wires were led through holes drilled through the lead weight and bogie chassis top surface and were flattened with a pair of pliers and superglued to the top surface of the chassis so that one protruded at each end. A 'Z' was formed in each wire before feeding them through holes drilled through the main chassis and soldering them to the PCB distribution plate. Make sure you solder them to the right places. Hopefully, the diagrams will make all this as clear as mud !

Buffers

As supplied, these are very nice mouldings, but completely wrong. The prototype is fitted with the type where the bufferhead end is larger than, and slides over, the shank. I removed all of the shank detail with a sharp knife and cut four pieces of 14 swg brass tube 4 mm in length, one for each buffer. These I slid over the plastic buffers as far as they would go (right up to the head) and superglued them in place. All that was then needed was a lick of black paint. They are not quite right, but are an improvement on what went before.

Couplings

The European couplings and coupling boxes were removed and Kadees mounted direct onto the chassis casting. (No.27 in a no.5 box) I used the complete snowploughs, and cut them to fit round the coupling box.

Pantographs

The Lima pantographs were removed and replaced with the Sommerfeldt 944 type, fitted with 985 collectors. Before fitting the collectors I drilled and filed out the slot between the two contact strips and filed the top surface smooth. The Sommerfeldt plastic mounting pieces are about ½ mm shorter than the Lima ones, necessitating a slight elongation of the positioning holes in the roof. Also, the plastic bush for the mounting bolt needs to be trimmed back to roof level.

Details

I have used the following HRF etched plates to improve the appearance of the model.

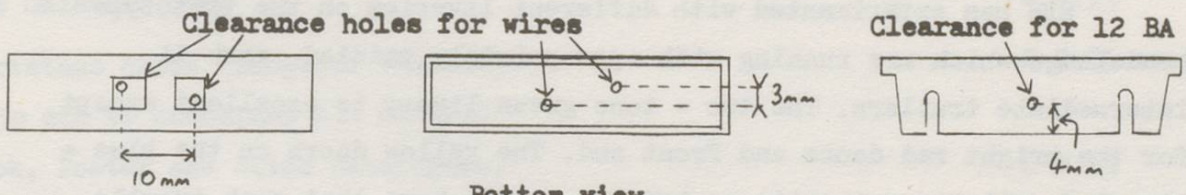
1314 Builders and class plates.

1344 Cab numbers. (I and II)

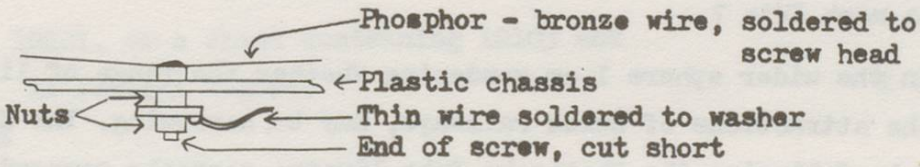
1352 Swiss crest.

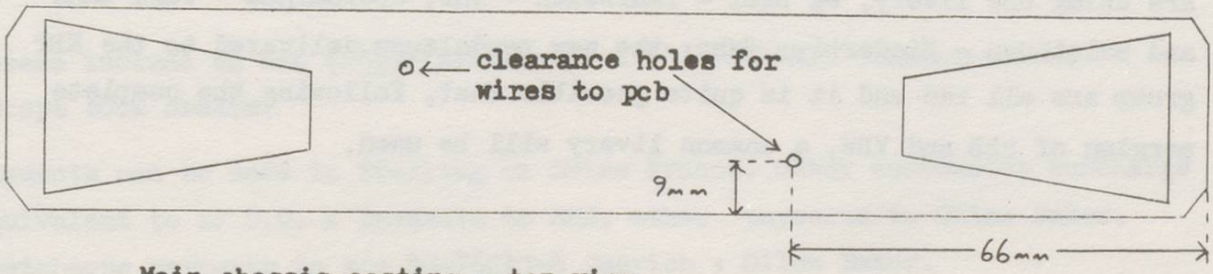
1306/1386 Depot allocation plates (Lausanne/Erstfeld)

HRF also make sets of plates, comprising town name and crest, side and front numbers for 11605 Uster, 11612 Regensdorf, 11629 Interlaken, 11688 Linthal (all in green livery) and 11674 Murgenthal (red livery).



Top view Bottom view Top view





Main chassis casting - top view