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management initially decided that, for safety reasons, two men would occupy the cab. One does not take chances on a rack railway and the novice drivers were prone to fail the locomotive for trivial faults a more experienced man would know posed no danger. As a result the advertised steam services did not always run, much to the chagrin of some visitors.

It was not only the crew who were unfamiliar with steam, the fitters had their problems as well. The firebox arch was a particular source of trouble. The traditional firebrick construction has been replaced with a heat resistant stainless steel plate. Initially this had an insulated coating which became partially detached in use. Experiments showed that uncoated plates were capable of standing the fierce heat of the furnace, and this modification was made to all

three locomotives. Unfortunately the fitter at Glion put the plate in upside down, whereupon it collapsed in service, stranding No.1 on the line.

The new locomotives have an extremely efficient heat insulation on the boiler for the express purpose of maintaining the water close to boiling point overnight. The offending fitter is unlikely to make the same error again, having had to remove the buckled plate inside a stifling firebox. The irony of all this is that a more experienced crew would have appreciated that the locomotive would still steam without the deflector plate and the service could have been maintained for the day, leaving the replacement until mid-week when no steam running takes place on this fully electrified line.

Reviews

Lima BLS Re4/4 HO gauge

The new Lima BLS Re4/4 is a superb model. It is currently available as:

BLS	183	<i>Kandersteg</i>
SEZ	177	<i>Zweisimmen</i>
BN	179	<i>Bern</i>

all of which have spoked wheelsets and the diamond pattern pantograph. A fourth version is:

BLS	193	<i>Steg</i>
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with disc wheels and single arm pantograph; the disc wheels are correct for its original appearance in 1987, but I have a photograph taken in 1990 showing it with spoked wheels. Coming later this year will be:

BN	180	<i>Ville de Neuchâtel</i>
BLS	189	<i>Niedergesteln</i>
GBS	178	<i>Schwarzenburg</i>

The Lima models are all of the second and third series locomotives having the increased overall length over buffers of 15470 mm, the visible difference from the first series (161-173) being the position of the bufferbeams beneath the end platforms. The major dimensions are extremely close to 1:87 scale, the errors being mainly in the order of hundredths of a millimetre. The main difference lies in the bogie wheel centres, nearly 2 mm too great, though the more prominent axlebox detail appears to be at the correct spacing.

Lima attention to detail is commendable,

with beautifully accurate body and bogie mouldings. Differentiation is made between the two types of roof-mounted regenerative brake resistor housings, these being correctly matched to the prototype depicted. There are fine wire polished metal handrails, driver's mirrors, plus pipework and dummy scale couplings for the bufferbeams. A pair of replacement plough units is provided for use with scale couplings. The coupling box fouls these fittings and must be cut off should you wish to add this detail and scale couplings must then be used. As the plastic used cannot be glued, changing one's mind would involve replacing the bogie mouldings in their entirety.

The windscreen wipers are rather coarse and the right hand one does not fit well. The purchaser is expected to fit the roof insulator and connector parts, which are supplied as plastic mouldings. There is considerable detail variation here on the prototype, Lima supply the fittings consistent with No.193 with its single arm pantograph, they are not correct for other locomotives.

The paint finish is the correct BLS braun, with a convincing satin finish. However the BLS staff hand polish these machines to give a gloss finish. The individual name and shields



Interior of ASD saloon coach, B4 421 (ex-BLT/BTB) in inaugural run with SVEA party on 18 May 1993.

Photo Alan Pike.

on the model are superbly printed. The letters (BLS) and numbers are superbly printed on but are not raised. They could benefit by being replaced with HRF etched letters and numerals. These are slightly narrower than the printed lettering which will need to be carefully pared away.

The model locomotive is powered by a smooth-running 5-pole double ended motor with small flywheels, driving both axles in each bogie through flexible couplings and spur gears. One wheel on each bogie has a rubber tyre fitted for better adhesion and all wheels provide pickup from a contact boss on their inner face to spring wires.

Pickup from wheels or pantograph may be selected by a switch hidden under the roof resistor cover. The diamond pattern pantograph is of a narrow type.

Overall this is a first rate model and excellent value at around £70.

James Henderson

Eisenbahn Jarbuch 1992

Editor: Ronald Gohl

Editon Lan; CHF 44-80

This book was advertised in the June edition of *Eisenbahn Amateur* and is available through major booksellers and kiosks in Switzerland.

The editor's fly-leaf comments include the

remark that he has found it surprising that in view of the attraction of Swiss Railways there has not been any previous year-book and this can only be agreed with.

The book is split into three sections

1. Railways in Oberengadin

Despite the heading, this part is not solely about the RhB and includes articles on walking, funiculars and chairlifts.

2. Railway Chronicle 1992

This is the most interesting section since, as well as articles on rolling stock, new buildings and lines there are notes on events I do not recalling seeing elsewhere.

3. Model railway news

This gives a run down of developments of new models, both locomotives and rolling stock, together with reports on the *7th Convention for American Railroad Fans in Switzerland* and the model railway show in St.Gallen.

Whulst the price might seem high compared with a British publication, it is good value for money but in order to gain full benefit it is essential to have a good working knowledge of German. All in all, it is a welcome addition to the bookshelves of all Swiss Railway enthusiasts.

Ron Dawes