

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 2 (1988-1990)
Heft: 1

Artikel: A nit pickers guide to a better Bahn. Part 6
Autor: Jesson, J.
DOI: <https://doi.org/10.5169/seals-855276>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. 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. [Siehe Rechtliche Hinweise.](#)

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. [Voir Informations légales.](#)

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. [See Legal notice.](#)

Download PDF: 01.04.2025

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

A NIT PICKERS GUIDE TO A BETTER BAHN. Part 6

By J. Jesson

The Lima "HO" scale. Einheits Type I. 2nd Class Coach.

Cat No. 30 9268K

The type I standard stock was first built in 1956 and continued through to 1967. First and second class types were built, as were restaurant cars, control trailers and a pair of special saloons. Taken together they form the largest group of vehicle in the SBB fleet, while the second class coaches number over a thousand, the only type to achieve four figures. From 1973 onwards most vehicles were rebuilt, with rubber corridor connectors replacing the original type.

These rebuilt coaches differ little from the later type II stock. The most obvious difference being the end toilet/vestibule windows, which are higher and narrower than on the type II. The bogies are longer, with larger wheels, and the roof is slightly different at the ends. One batch of 25 vehicles, built in 1962, have two part windows of similar type to the RIC coaches instead of the more usual single sheet of plate glass. These windows survived the rebuilding - I came across a couple last summer.

At last the modeller has a decent model of one of the rebuilt second class coaches in the shape of the new Lima model. Overall dimensions are very close to scale and overall appearance is convincing. Perhaps more important, the coach harmonises well with the ROCO type II stock - The two types are used indiscriminately.

The Lima model is built along conventional lines. A plastic chassis which clips into the body/roof moulding. Windows, which are recessed into the bodysides, are formed in a single moulding which clips into the body shell, the windows themselves holding the unit in place. Two interior mouldings, one red, one green, clip to the chassis moulding. The bogies are a clip fit into the chassis. A packet of bits includes the doorway steps and underframe details.

Unfortunately, we have a similar problem as exists with the TEE set Gotthardo; when the steps are put into place they obstruct the swing of the bogies. However, in this case it is easily overcome by trimming the step moulding. This is noticeable but not much.

The model is finished in the current SBB Style - Red/White Logo and three sets of initials, with coach details at the extreme right hand end of each side. These are well printed and quite legible. The handrails, which are moulded as part of the body, are picked out in yellow, a close coupling system can be installed which involves turning the bogie round. Overall a good model and one which suits me down to the ground.

Needless to say, it didn't take me long before I was looking the model over with a view to making some improvements. I then spent the Christmas holiday doing them.

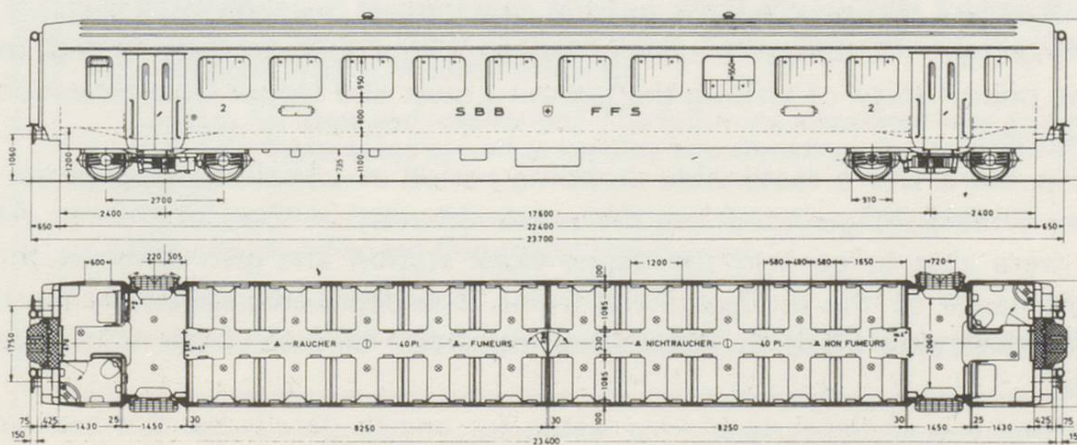
On the body I have cut off the moulded handrails at each side of the entrances and replaced them with wire ones painted yellow (with green ends). In the centre of the roof is a moulding pip which I sanded off before repainting the roof (ROCO Umbragrau). Although the tail lights are moulded on the body ends they are painted green. They can be picked out in red (A dark maroon would be best) or drilled out and lenses installed. The latter course, although fiddly, is more satisfying. No ventilators are provided for the roof, so I have fashioned two from plastic. They are positioned over the centre of each saloon (86mm from each end).

Couplings were no problem - I've fitted my usual Kadees - but wheels are something else. Maybe I've got a bad one, but the wheels are pretty awful, being both eccentric and wobbly. I have not found a suitable replacement wheelset with the right pin - point axle length, so have used the Lima axles with Maygib 10mm disc wheels.

The interior mouldings were painted in more subdued colours - Humbrol green leather and British crimson for the seats and desert yellow and ocean grey for walls and floor. I have fitted internal doors, which are not modelled, painting them silver (Humbrol polished aluminium). As a point of interest, the seats opposite the toilets at the extreme ends of the coach are finished in green, irrespective of the status of the adjacent saloon.

One final point; the bogie mounted generator should be positioned on the bogie under the smoking end of the coach, with the axle connections on the outer axle.

	1 : 1	1 : 87	MODEL
Length over Buffers	23700	272.4	272.2
Length over Body	23250	267.2	267.0
Length between Bogie Centres	17600	202.3	
Body Width	2900	33.3	33.3
Height	3700	42.5	43.5
Bogie Wheelbase	2700	31.0	30.6
Wheel Diameter	910	10.5	10.0



Drawing: SBB