

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 3 (1991-1993)  
**Heft:** 4

**Artikel:** Plan for metre gauge  
**Autor:** [s.n.]  
**DOI:** <https://doi.org/10.5169/seals-855185>

### **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

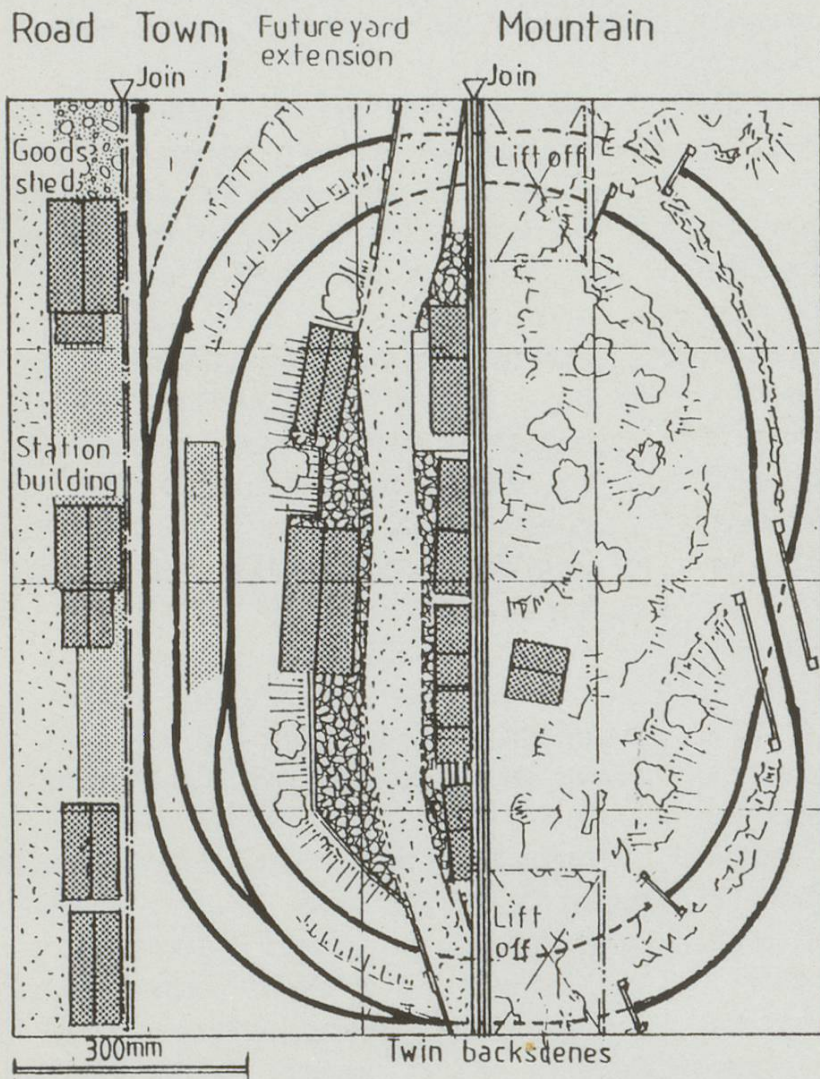
**ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>**

If the motion is passed, let me make it quite clear that if the renewal/application form is completed in such a way that it creates room for doubt, the name will not be included in the list (which will be issued annually, probably in the summer) even if authority has been given in the past.

The wording of the motion will be found on page 7. Particular attention is drawn to the fact that the Society will accept no responsibility for the consequences of any error in the compilation of the list.

A.J.Pike Chairman

## Plan for Metre Gauge



backed by a pair of backscenes. This neatly divides the railway into "town" and "mountain" sections and so avoids many of the scenic difficulties that arise when one attempts to cram perhaps a hundred square kilometers of landscape onto something less than a hundred scale hectares of baseboard.

As, in the town section, the tracks are more or less on the same level, I have introduced a crossover to create the illusion that this is one unit. I have also shown a simple add-on town section in the form of a narrow sub-base carrying the buildings, which would be desirable at exhibitions but probably inconvenient in the home, where, in all probability, the more spectacular mountain scene would be against a wall.

I have also shown the provision of two lift-off sections above the

There is nothing, on the face of it, particularly novel about the plan above, a conventional looped eight scheme on a solid baseboard. However, two features are worthy of note.

First of all it is for HOm, where the relatively sharp curves - or do I mean corners - are of little consequence. Furthermore, if one follows, at some distance, RnB practice, mainly by the use of Bemo stock, then the section where one track passes over the other is in keeping with the spirit of the line.

However, the main feature is the construction of the model, in two equal sized boards,

hidden track joints, these would allow access to this rather crucial part of the layout. Construction, I suggest, should follow modern ideas with ply framing and cross profiles, with the backscene integral with the frame. Provision for extension is shown, this I think would best be a small shunting/storage yard. Should any member be interested, I will gladly provide further hints. It would make a good trial run for HOm and be of considerable value to the Society as a compact, reasonably easily transported layout to support a Society stand at smaller shows.