

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2012)  
**Heft:** 112

**Artikel:** Fontanivent MOB : Michael Farr describes his superb station model  
**Autor:** Farr, Michael  
**DOI:** <https://doi.org/10.5169/seals-854393>

### **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:** 02.04.2025


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

## SERNFTALBAHN TRAM KIT

Ron Smith

The Sernftalbahn Verein (SeTBV) is an active Swiss group working to preserve the memory of the metre-gauge roadside tramway that ran in Kanton Glarus from the SBB station at Schwanden to Elm between 1905 and 1969. The attractive stations are still intact, used by the replacement bus service, which must have the grandest bus stops in Switzerland! The group are based at Engi where they operate a museum in the goods shed, and have laid a short length of track to hold a two axle goods van that is being rebuilt and repaired. They have various initiatives to raise money, and in 2010 one was to produce a HO cardboard kit of Engi station, their base. Details and a review were in the August 2010 *Continental Modeller*. They have now produced two cardboard kits, available in both HO and O, one of the tram-type vehicles that ran on the route and one of the red SeTB Triebwagen CFe2/2 No 3.


Trying the tram model I found the kits to be very detailed, high quality printed cardboard sheets needing some degree of skill to complete. The contours of the tram are complex with curving sides and roof. Instructions came in German with an English language translation available. The cutting-out needs to be precise, and done with sharp clean tools but the most difficult part was getting the bulging shape of the body correct (lots of long matchsticks were used for strengthening) and making the intricate steps. The tip is apparently not to assemble too many parts at once - taking time and, having held them together with clips, ensuring that the glued parts were completely dry before moving on to the next part. The sequence is logical and clear, but mistakes are often irreversible. The HO-gauge kits are quite difficult to assemble due to the small parts and are not recommended for first time builders, but the O-gauge kits give more scope for adjustment of any mistakes. I would suggest that the instructions be followed to the letter since any short cuts which are tried will leave the model in a sorry state and possibly unable to be finished.

Both kits (specify the gauge required) are priced at £7.00 for HO-gauge, or £19.50 for O-gauge. The price includes delivery and can be ordered from Ron Smith, Rhus, Banff Road, Keith, AB55 5ET. They will be sent directly from Switzerland. Sterling cheques should be made payable to R. Smith, or PayPal to ronald-smith@lineone.net. The proceeds of sales all go to support the objectives of the SeTBV. 



## FONTANIVENT MOB

Michael Farr describes his superb station model

I was attracted to the building because it is not to the normal "chalet" design of MOB stations. When the line opened this was simply a halt with a wooden building similar to the one still at Sonzier, but it was upgraded when the Clarens-Chailly-Blonay tramway opened in 1911. This line closed in 1955. Thanks to the kindness of MOB/Golden Pass I was fortunate to acquire photocopies of the original drawings from that time. Fontanivent is quite unusual as the building lies at an angle to the track, but it was built facing this way because at one time it was centrally placed between the MOB tracks and the CCB tramway. In those days it even boasted a refreshment room. Operationally in the tramway era it must have been interesting, as the trams reversed here and had to cross the "main line" tracks. In the early afternoon apparently two MOB trains and two trams had to cross at about the same time. The foundations of the tramway shed can still be seen and a short length of the CCB main line towards Blonay has been retained as a siding on which several elderly wagons are stored. 

Editor's note: Michael's model was featured in a recent edition of *Continental Modeller*. Jolyon Sargent of Peco Studio supplied the photographs.

