

From the archives

Objektyp: **Group**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): - **(2005)**

Heft [2]

PDF erstellt am: **08.07.2024**

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

Ein Dienst der *ETH-Bibliothek*
ETH Zürich, Rämistrasse 101, 8092 Zürich, Schweiz, www.library.ethz.ch

<http://www.e-periodica.ch>

EXHIBITIONS - Paul Hannant

Swiss Modelling thoughts...

As you read this you may well be thinking of your forthcoming holiday in Switzerland. Your travels around this fantastic country are an ideal time to take photographs/make notes of those mundane but essential modelling details:

- Posters, road signs and other material which, with digital photography, can be edited on your PC/Mac for authentic modelling detail on your layout.
- Train compositions for accurate representation of rolling stock. (For example very few freight trains consist solely of advertising livered wagons!!)
- Catenary construction. Almost all Swiss layouts need it: pull off masts on tight curves, different mast styles (SBB, BLS etc), use of signage on overhead masts (track nos, isolating sections etc).
- Type font for station signs and railway company logos. (*Not as standardised as you may think-Ed*)
- Ballast colour, depth of shoulders, rail and sleeper types of your chosen prototype.
- Colour light signals and ground shunting markers/signals, type and location.

These details help to "place" your layout before the trains are present and will add to the Swiss atmosphere. Digital photography is cheap, so photograph everything; you never know when it will come in useful.

If you are able to assist in manning the stand, even if only for a few hours, it would be most appreciated and it can be fun! Offers of assistance can be emailed to me at: Exhibitions@SwissRailSoc.org.uk or Tel. 01885 483697 (evenings). I am particularly looking for offers of assistance at our events at Kidderminster and Warley.

The SRS stand/diorama, "Menziwil" will be attending the following:

Sat 17th September 2005 - Sutton Coldfield. This is the exhibition previously known as the GRS show in Oxford. Instead the show will now be held at the Town Hall, Sutton Coldfield, West Midlands, from 10.00 - 17.00hrs.

Do you have a Swiss layout which you are exhibiting this year or next? Then let me know, so we can let all our members know, but bear in mind the copy dates for Swiss Express at the front of the journal. We need to know at least 2-3 months in advance.

FROM THE ARCHIVES - David Baker

At the AGM in London I heard the sad news of the death of our first President and realised that we had lost a great source of technical knowledge. Herr Hauser-Gubser had been President for the first seventeen years of the Society and wrote 42 articles for the Swiss Railway News and Swiss Express over 25 years (94 issues). He started with "Swiss Railway Reports" in 1981 and covered subjects on the Rhaetian Railways, Snowfighting, Converter Locomotives and much more. His turn of the century "Tooth by Tooth", written when in his mid-seventies, was a five-part account of the development of Rack Railways, not Dentistry, and shows the value of having such an erudite correspondent in Switzerland. Further number-crunching showed that Herr Hauser-Gubser was not quite the top contributor, however. This honour goes to John Jesson with 64, followed by George Hoekstra with 41. Next in line gives the series 34, 29, 28, 25, 22, 15 and falling.

Now that the results of the repeated 1983 quiz have been revealed (Dec 2004) it has become obvious that time does not change the response of the members. It is now apparent that, although the quiz was not an easy one, there was ample time for the use of reference books. But there is still not sufficient interest to support either crosswords or quizzes in the Swiss Express and in the words of a certain TV redhead, "we have found our weakest link".

I think that I am some way towards identifying the hidden contributors, who have obviously used anagrams. Hafenmund is F.H.Nudeman, a member from the Lido at Interlaken, whilst Toggenburg is our Swedish member Borg Nugget. Further searching through the lists finds Schleithem to be Emil Hitches. That was a knotty one! I leave the rest to you.

David Baker 1 April 2005