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EDITORIAL

The Annual Dinner and AGM

Since the January edition of the Swiss Express was published the Society has held two major functions - the fifth annual dinner at the Charing Cross Hotel in London and the annual general meeting at the North British Hotel in Edinboro'. Both events were well supported with over ninety people attending the dinner and more than fifty members arrived in Edinboro' for the A.G.M. Neither of these functions would have succeeded without the support of such members as, Barrie Kelsall, David Yule, Mike Poleglaze, John Jesson, David Angell, Berni Victor, Malcolm Hardy Randall, Robert Spark, Peter Rigby and Stuart Jackson plus my long suffering colleagues on the S.R.S. committee, all of whom put together a good show which provided a lot of members with a pleasurable occasion.

Arising out of the formal side of the business of the A.G.M. there are some important changes to announce. With the need for me to devote more time to develop the Swiss Express I have decided that it is no longer possible for me to work efficiently in the dual role of both secretary and editor, and I have therefore made way for a new secretary. John Jesson was formerly elected to take up the position of secretary and it is an appointment which I am sure will be advantageous to our society. John will of course already be familiar to many members for his model making skills and his recent contributions in the Swiss Express. Another committee member who has been carrying the weight of two jobs is Bill Bird who has previously executed the tasks of both treasurer and membership secretary. Bill will continue as treasurer but one of the most vital roles - the membership secretary has now been taken over by Dave Howsam. It is therefore important to note that in future all matters concerning membership renewals, address changes etc. should be notified directly to Dave. As a consequence of these appointments and in a determined effort to ease the burden of maintaining an accurate membership mailing list the following points should be noted. *"That it is proposed to put the name and address of each member on computer disc to facilitate easier distribution of the Swiss Express. The membership secretary will be the only person with access to the disc and membership lists will only be available to the Society Secretary and Editor of the Swiss Express. Lists will not be made available to other organisations and publication of addresses in the Swiss Express will be restricted as per your instructions on the membership renewal form. Anyone objecting to the above should inform the membership secretary and include two self addressed adhesive labels for the remaining copies of the Swiss Express"*.

New Schedule for Swiss Express

Another important consequential alteration is the revised distribution dates of the Swiss Express. At present the final issue for the year is timetabled for October. With the October issue we have to send a demand for the following year's subscriptions and it is agreed that this is far too early as the annual membership fee lasts until 31 December. To avoid sending out a separate notice for subscriptions (which would involve additional expenditure) it has been decided to circulate the Swiss Express in these months - March, June, September and December. The months shown on the covers for 1986 will be January, April, September and December. The change in schedule will commence after this issue has been circulated and therefore the next edition will be dated September. To alleviate a lengthy gap in publishing dates during the changeover period I have staggered the April issue into May. Any member who has paid his 1986 subscription but did not receive the January Swiss Express should contact the editor. Members who want back

numbers for 1985 should also contact the editor.

Questionnaires and Contributions

Now that I have been relieved of the secretaryship I hope soon to digest all the information contained in the questionnaires and publish some of the results. As promised a small award will be made to the most popular contributor.

The amount of contributions continues to come in at a very encouraging level. Please keep up the good work. If you have submitted a contribution which has not yet been published - please be patient. Some items have been "canned" for future use which will assist my task in presenting a "balanced" journal.

BAHN-POST

Berno (Kleines problem - resolved !) DZt for 'N' gauge

Regarding 'Bahn Post' in Issue 5, I can assist with information two subjects mentioned. First of all I will deal with the enquiry by Martin Lewis who wished to know the maker of an 'N' gauge driving trailer:- It is made by a man called Maire under the name ERIAM. (I wonder where he got that from !). It is a model of type DZt of the 2nd series. The number on the coach is 50-85-91-33 950-4. It is full length and nicely detailed. The only discrepancy is the height, which is slightly too tall but it is all in the bogie a la Arnold. It is available in two versions, one with a silver roof, the other with a weathered brown roof. I believe it will possibly be produced with the new SBB red backed logo. The model I have was priced Sfr.39,50. and was bought from Hochstrasser Modelleisenbahnen, Kauffmannweg 8, 6003 Luzern. They accept VISA (remember to include expiry date) for mail order.

Jim Ellis had problems with the Berno Furka Oberalp locomotive. The body on the Berno F.O. Loco 1060/1260 is clipped on to the chassis with extensions of the side window moulding. These are visible at the side of the chassis block immediately above the inner pair of wheels of each bogie. To remove body push a tapered object, such as a match with a chisel end, between the window moulding and the chassis - NOT the window moulding and the bodyshell. Ideally four matches should be used or two and do each end in turn.

BRIAN GOLDINGAY, 14 HASLUCKS CROFT, SOLIHULL. WEST MID. B90 2EG

Church Services for English speaking visitors to Switzerland

There are probably other members of this Society who, like my wife and myself, like to be able to attend a service of Christian worship during a Sunday while on holiday, but are not fluent enough in German or French to be able to follow a service in either language. They may like to know that it is for such tourists (as well as for local English-speaking expatriates) that the Intercontinental Church Society organises and coordinates English-speaking chaplaincies in many centres in Europe (and a few further afield). In Switzerland there are permanent chaplaincies in Basel, Vevey, Chateau d'Oex, Villars, Berne, Geneva, Lausanne, Montreux and Zurich; and seasonal chaplaincies in Arosa, Davos, Grindelwald, Interlaken, Kandersteg, Luzern, Murren, St. Moritz, Weggis, Wengen and Zermatt. As well as ministering at English-speaking services, the chaplains are also glad to help in emergencies, for example, in keeping contact should a member of a touring party be unexpectedly admitted to hospital. The Intercontinental Church Society publishes a small Directory giving the locations of these churches and addresses for contacting the chaplains; a copy of the Directory may be obtained from that Society at 175 Tower Bridge Road, London SE1 2AQ, price £1 plus a 9½ x 6½ in. s.a.e. Alternatively information about English-speaking services may often be obtained from local tourist offices.

DR. DONALD FRY, TALIESIN, 31, KNOLL ROAD, ABERGAVENNY, GWENT

Thankyou !

I found the copy of Swiss Express that you sent both enjoyable and impressive. I edited the Journal of the Branford Electric Railway Association (an operating trolley car museum in Connecticut) for three years, and I know what its like to pull enough articles together, edit, get it printed, and then distribute, all in a timely manner. Yours is well done, indeed.

My membership application and dues are going out to the Treasurer today, and I am looking forward to receiving the Swiss Express on a regular basis.

GARY HARTMAN, BOX 92 JEROME AVENUE STATION, BRONX, NEW YORK 10468-0092, U.S.A

Drawings Wanted

Could anyone please help supply the following information (1) Detailed station track plans (similar in standard to Schweers and Wald book about RhB) of RhB Arosa - Chur line and BVZ. (2) 1:50 scale drawings of external/internal arrangements of Bm 4/4. (3) Identification of box structure above cab roof of Bm 4/4 and Bm 6/6 diesel electric locomotives. (4) Line drawings, technical details and photographs of Bm 6/6, Em 3/3 and Bm 4/4 ^{II} (1939 vintage) diesel electric locomotives.

CHRIS AMUNDSON, 22 GUENEVER CLOSE, THORNHILL, CARDIFF CF4 9AH.

Prototype Track Plan - Brig

As requested I have recalculated the scale of the Brig plan published in Issue No. 3 of the Swiss Express. (It is 12.6 cm/1 Km approx = 1: 7930). 1 cm on the plan would be 91 cm in HO (36"). The plan from the Km 145.00 (west end) to Km 147.00 (just before the tunnel) would be 21½ yards long in HO. No - I am not modelling it! The scale is not exactly half of the original, as most photocopiers give a slight reduction to about 97% when reproducing "same size" copies.

NIGEL HEATH 78, HIGH STREET, HARROLD, BEDFORD.



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