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## EDITORIAL

### The Sixth Annual Dinner (November 15th 1986)

This most popular event in the Society's calendar will this year take place on Saturday 15th November at the Charing Cross Hotel in London. The function begins with a pre-dinner rendezvous and exhibition at 12.00 noon allowing you ample opportunity to meet friends old and new in a relaxed atmosphere before dinner is served at 7.0 p.m. During the course of the afternoon there will be a continuous run of Swiss railway films and videos. Other attractions include working model railway layouts including David Angell's "Simplon-Jura" with its latest extension, Dave Howsams "Obermutton" and part of David Yule's "Disentis" will be in operation. David will also present his "modellers workshop" with several interesting conversions on view and as with all our exhibitors he will be on hand to help and advise on modelling and prototypical subjects. A Better Bahn in HO will be exhibited "live" by our Secretary John Jesson and the trade will be represented by Victors model shop and Robert Spark with an inexhaustible amount of Swiss books. Author member Maureen Cooling will be there with signed copies of her new book about railways in the Berner Oberland - "Ticket to the Top" and David Lloyd editor of Continental Modeller is travelling from Beer to be with us and will address the dinner later in the evening.

The timetable of events is as follows. Exhibition, films etc. 12.00 noon - 17.15 in the Buckingham, Thames and Adam Suites (1st floor). 18.15 - 19.00. Reception in the Trafalgar Suite. 19.00 - 21.30 (approx) Sixth Annual Dinner in the Regency Suite.

Menu: Bisque d'Ecrevisses \*\* Cote de Boeuf Roti a la Forestiere, Haricots Verts au Beurre. Pommes Croquettes \*\* Tarte aux Pommes Chantilly \*\* Cafe .

Admittance is strictly by ticket in advance. Dinner and Exhibition £16. (drinks extra). Exhibition and films only £4 per person. Children Accompanying adult members are admitted free of charge to the exhibition. Members may bring paying guests and we also look forward to seeing the many wives and girlfriends who usually support this occasion. Tickets available from Alan Ramage, 58 Kenneth Road, Thundersley, Essex SS7 3AW. Cheques and Postal Orders should be made payable to the Swiss Railways Society and an S.A.E. should accompany all applications. (Please indicate if you wish to be seated near another guest).

Accommodation at the Charing Cross Hotel is offered at reduced rate for those attending the dinner. i.e. Twin room (£60 - two sharing). Single with shower £41. Single with bath £48 inclusive continental breakfast, V.A.T. and service. The address to write to for accommodation is Anne Gilmoor, Banqueting Co-Ordinator, Charing Cross Hotel, London WC2N 5HX telephone 01 839 7982. Please mention that you are a Society Member. Be sure not to miss the top occasion in the Society's calendar !

### Award to contributor

One of the most rewarding aspects of editing the Swiss Express is the excellent response I have received from the many members who have provided contributions for their Society's journal. When the Society originally appointed me as editor it proved a difficult task to pull together sufficient copy to fill out the pages. Today as I prepare the seventh edition it is a splendid reflection on the part of the membership that my immediate consideration is not what to put into the Swiss Express but what to leave out !

Whilst all contributions are submitted on a voluntary basis I hope to be able to make an annual award to the author of the most popular article. Having now analysed the 1985 questionnaires I am pleased to announce that the best received contribution for 1985 is "Chilly, Chilly Spring Journeys" by Geoffry Bryson. Well done Geoff ! A presentation of a book about Switzerland will be made at the Annual Dinner.

### **Small railways and generous margins**

As stated in previous issues the amount of contributions coming in is most satisfactory. However there is a need for more articles about the many smaller private railways and I would be pleased to hear from members who can provide articles on this subject. Also needed are well drawn plans and sketches particularly of track layouts and station buildings. Good black and white photographs covering all topics are most useful but colour prints and transparencies unfortunately do not reproduce very well. Always welcome are reports of upto date developments for the news pages ("Letzenachrichten") and such reports should preferably be as brief and concise as possible. Telegram style wording will be sufficient if you do not have the time to assemble your news reports into precise sentences. When drafting articles please double space all lines and leave a margin of approximately one inch all the way round. This is of valuable assistance when corrections have to be made or instructions have to be written in for the typesetter. Most important of all it helps to reduce the time in preparing the Swiss Express before it reaches the printer.

### **Additional publications**

With the last issue of the Swiss Express thanks to the Swiss National Tourist office we were able to include the publication "Steam in Switzerland". With this issue you will receive a free copy of the SBB booklet "Kursbuch für Eisenbahnfreunde" edited and kindly supplied to us by Hans G. Wagli editor of SBB magazine.

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## **BAHN POST**

### **Disentis**

When studying the plan of Disentis (Swiss Express No. 4) which is, by the way, well drawn and rather exact, I found the word "hopper/silo" which intrigued me. Does the word or words refer to the silo alone or also to the cement cars of the RhB? Is it correct, if I presume that the word "hopper" is an American one, referring to a self-dumping freight wagon. If this assumption is correct, then the designation is not entirely correct, since the cement of the Rhaetian Cement car is unloaded by compressed air. In general the entire transport is as given below:

At the cement works Untervaz the U series cars are loaded by the force of gravity, loading weight per car about 15 tons net, at the end of the run the car is unloaded with compressed air of about 2 atu and blown into either a silo or a corresponding container on a lorry. The unloading time in normal weather conditions is about 1 minute for 15 tons. The whole process, seemingly complicated and costly was introduced when careful calculations during the period of building the various hydro dams showed clearly that the necessary investments in road transport would be far higher than the transport by railway. Even today construction firms prefer to have their cement delivered to the next railway station equipped with a silo, where the cement can be loaded whenever it is convenient.

I would, therefore, be interested to know whether the Rhaetian car can be designed as a hopper car. According to the UCI agreement self-dumping cars are designed with the letter L, whereas container cars which are unloaded by pneumatic ways bear the letter U. A. HAUSER GUBSER, AHORNWEG 2 8442 HETTLINGEN, SWITZERLAND

### **RhB rolling stock**

I have just returned from my first visit to Switzerland. I found the various articles and advice in Swiss Express most helpful during my travels. My holiday took in the RhB including a trip on the Glacier Express. I was able to see four of the RhB crocodiles including one crossing the Landwasser Viaduct.

I am particularly interested in RhB rolling stock, my knowledge of which has previously been gleaned from the Bemo catalogue. Can anybody please suggest a source of reference of RhB rolling stock?

PETER BOWEN, 121 THIRLMERE, MACCLESFIELD, CHESHIRE SK11 7YJ