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EDITORIAL

May I first of all express my thanks to John Jesson and Alan Pike for their magnificent effort in producing the last issue of the **Swiss Express** at such short notice. This was necessary because of the very sudden request from surgeons in the local hospital, requesting my immediate attendance so that they could get some more practice.

Two postal matters that arose since the November journal was sent out are:- Firstly, a few members in the UK were surcharged by the Post Office, I have been told by the local sorting office that there is no reason for that to have happened, and if members can advise me of the charge I will refund the amount and attempt to twist the post office's arm. Secondly, some overseas members have told me that their copy of the journal takes anything up to three months to arrive. **ALL** overseas copies of **Swiss Express** are sent at the Air Mail printed matter rate, and should not take more than ten days to arrive in the most netherparts of the planet. Would members experiencing long delays please let me know, and if possible return the front of the cover, so that I can tackle the postal service.

During the long period of my inactivity (what else is new) I wrote a list of SBB Diesel and Electric Locomotives and Power coaches, 1905 — 1989, approximately 40 x A4 pages with German and English text, to be made available only through the society. The list contains:- Original numbers, reclassifications, present day numbers plus the Bahn 2000 info, dates into and out of service, works number and electrical contractor plus service depots, repair workshops and details of colour and any rebuilds. I would like to know if there is any interest for this item before I try and commit the society to printing it or putting it into file 13.

SOCIETY NOTICEBOARD

FROM THE CHAIRMAN

I am pleased to be able to tell you that the reins of editorship are now firmly in Malcolm's hands. Welcome Back!

In March, I had the pleasure of meeting our President in Switzerland. From him I was able to learn first hand not only about the very large investment in the public transport industry for Switzerland, but also the great export successes of Swiss companies, not least of a revolutionary steam locomotive designed and built by S.L.M., which has greatly exceeded performance specifications. It seems that no less than 150 of these machines may be built under license in China. Perhaps our President will be able to describe these machines in more detail in an article in due course.

Now a word of WARNING. As the high season for visiting Switzerland approaches, may I remind members of the rule that the name of the Society must not be used to seek facilities or privelages from Railway authorities, other organisations or their staff. This goes equally for "Swiss Express". I am sure that responsible members will not wish to cause embarrassment to the Society which currently enjoys a high reputation in Switzerland. Should such a reputation be lost, it would be difficult to restore.

Front Cover

"TEE" Gottardo arriving in Zug from Milan.

Photo: P. Over