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land. If any member has found a reliable method of obtaining them from the UK, could he please let everyone know.

### Kursbuch supplements

A few observations following a recent trip to Switzerland and some comments on the September issue of *Swiss Express*.

I bought a copy of the Kursbuch in Brig and, as you predicted, the typographical errors in Table 470 had been corrected. However I was given reduced size stick-in amendments for Table 610 (Winter) - two sets to be precise. On comparison with my edition I cannot see any difference so presumably this means there was something wrong with the early editions. This raises the possibility that where errors are found the amendments are only being issued within the locality of the routes involved - somewhat inconvenient if you travel extensively.

As for the Postbus supplements, although I agree it is not unreasonable to charge a little extra on these tourist routes I think the publicity could have been better. Although mentioned in the Kursbuch it seems to have been forgotten about in the advertising for some of the holiday passes - any family intending to stay in Andermatt and do all the routes in the area would get quite a hefty bill. I witnessed a Swiss family get clobbered for the best part of £20 on a single trip over the Nufenen.

My recommended station restaurant for some years now has been at Samedan. this wonderful establishment seems to be a favourite with the RhB staff, no doubt due to the hefty 2-course menus at SFr.12 and SFr.16.50, which change daily, including Sunday. Last year I also enjoyed a similar meal at Romanshorn (only during recognised meal times), whilst watching the organised chaos of through trains squeezing between the crowds for the Bodensee ferries.

Steve Bratt  
Crewe

*The mystery deepens, the amended table 610 is identical to the one in our earlier copies of the Kursbuch. These were purchased at Zürich Flughafen, which disposes of Steve Bratt's theory that the amendments might be issued on a localised basis. Zürich is not exactly close to the Brünig.*

### Signals and Glossary

Regarding John Jesson's observations on Swiss Signals in *Swiss Express*, June 1993 pp 14 & 47, it occurs to me that this application is somewhat like the exit signals at the start of automatic block sections. See Diagram (Anlage) 4 at the back of *Signalbuch der Schweizerischen Bundesbahn* dating from 1981-2. Perhaps John may care to comment.

I was pleased to see the President's *Glossary of Technical Terms* in *Swiss Express*, June 1993. Over the years I have prepared my own list which covers not only technical terms, but unfamiliar words I have come across in the many Swiss books I have. This list runs to 29 typewritten A4 pages. Do you think any members would be interested in this?

Finally, I also note in the June issue that the tendency for modellers to give macabre or offbeat titles to their layouts is alive and well. Hence, presumably, the name of Mr. Edward's layout - *Friedhof* means cemetery or graveyard.

J.E.Daboo  
East Grinstead

*As 29 A4 pages would amount to at least two complete issues of Swiss Express I would appreciate member's reaction to Mr.Daboo's offer.*

*Offbeat layout names can backfire. John Allen's Gorre and Daphetied was an excellent case, the problem was getting people to realise the second name was pronounced "defeated" and not "daffytied" or "dap-heated". On a slightly different theme, has anyone named their layout Kleine Friedegg? You know, the small mountain opposite the Grosse Friedegg, which is alongside the Schinken Platte.*

CJF

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### SBB Stock News

#### New locomotives up to the end of July 1993:

Re4/4 450 450.061-065  
Re4/4 460 460.002/014-017/019/020/035-044/046/  
048-052/054-055/060

#### Withdrawn:

Ae3/6 <sup>I</sup>	10641/10650/10653/10679/10684/ 10699/10702/10711/10712
Ae4/7	10921/10995
Tel <sup>I</sup>	34/46/50
Tm <sup>II</sup>	735
Be4/6	1608