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Scheduled motive power for the heavy *Golden Mountain Pullman Express*, particularly bearing in mind the MOB's 7.3% (1 in 13.6) adhesion only worked stretches, should have been one of the two specially built articulated FZe6/6 electric locomotives Nos 2001-2002, but they were not ready until 1932. Sadly, the service lasted but one short season till the end of 1931, due to the worldwide effects of the Great Depression. The American traffic, for which the whole equipage was especially designed had all but evaporated.

After languishing in semi-storage for several years, all four specially built cars AB⁴ Nos.103-106, were sold in 1939 to the RhB, where they became all First Class Salonwagen A⁺ Nos.1141-1144. Today they are still in active use on the RhB, particularly on charter work, with wedding trains something of a specialty. They may also occasionally be seen on the Furka-Oberalp Railway on similar duties. By one of life's ironies, they are often made up into trains incorporating one of the ex-Mitropa Restaurant Cars (Speisewagen/Wagon-Restaurant) WR Nos.3810-3814 for the provision of kitchen facilities, which the ex-Wagons-Lits vehicles all lack.

One such regular working is the Saturdays and Sundays only *Unterengadin Express* between Chur and Scuol-Tarasp, where all four ex-Wagons-Lits are often found together. Another service is the winter season skier's express which connects with *Sea Containers* James Sherwood's luxury *Venice-Simplon-Orient Express* train at Chur, on its dog-leg journey from Calais via Paris and Austria to Venice, carefully avoiding its namesake Simplon tunnel. This vintage *Wagons-Lits* equipped train should not be confused with the similar *Nostalgie Istanbul Orient Express* train run by *Intraflug AG's* Albert Glatt between Paris-Salzburg-Vienna-Budapest-Bucharest and Istanbul ☐

To be continued

Key

Ringhoffer Ringhoffer of Smichow, near Prague
 SIG Schweizer Industriegesellschaft of Neuhausen
 am Rheinfall, Switzerland
 SWS Schweizer Wagons und Aufzugfabrik AG
 of Schlieren, Switzerland

SECRETARY'S NOTES

The Society is investigating the possibility of publishing a booklet which could be described as an enthusiast's guide to Switzerland. The intention is to include interesting/lesser known parts of both the Federal and private railways, and would include a brief description, special features, photographic opportunities, nearby recommended places to eat and sleep, railway oriented walks or walks which contain points of railway interest.

Round trips taking half a day or one day would be included. These could include rail, road, water and foot transport.

Model shops would also be included, giving the ranges stocked, permitted methods of payment and whether English is spoken.

All members are requested to assist in the compilation of this booklet by sending notes and suggestions to the Secretary at 27, Campbell Road, Croydon, Surrey CR0 2SQ. It is quite possible that more than one booklet could be produced. It is intended to publish during 1992.

Due to an administrative faux pas, some members received the wring renewals form with their December 1990 *Swiss Express*. We apologise for this error and for the confusion caused.