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RENEWALS FORM QUESTIONNAIRE

Thanks are once again due to all of you who filled in the questionnaire which accompanied the 1990 renewal form. As last year, the results were given at the AGM and are printed here in full.

TYPE OF ARTICLE	Votes	TYPE of ARTICLE	Votes
Prototype articles	399	Manufacturer's information	266
Prototype news items	393	Advertising	161
Travelogue	307	Non-railway transport	127
Modelling	290		

BEST ARTICLE or SERIES of ARTICLES

Swiss Signals: John Jesson (First 4 instalments)

Other popular articles, in order of appearance, were:

March:	<i>Krokodil and Snowfighting part II</i>
June:	<i>Rail-in '88</i>
September:	<i>RhB Lines that Might Have Been and Best Laid Schemes...</i>
December:	<i>The Early Lines</i>
All issues:	<i>Notepad</i>

FUTURE ARTICLES

Hardly surprisingly the leading request for several years no longer appeared as a suggestion - signalling. However some members did ask for something on RhB signalling, which the current series will not cover.

Articles on individual private lines came top of your wishes, either as a general request or naming a specific line. In addition any article dealing either with the RhB or the BLS would seem likely to please.

Requests for modelling articles were almost as numerous and prototype track plans remain a popular request. Unfortunately they also officially remain (believe it or not) Swiss military secrets. Several years ago the situation appeared to be easing but has since been tightened again.

Other topics which received a fair amount of support were, in no particular order, locomotive monographs, railway building plans, trams or rapid transit articles, articles/plans of rolling stock, historic articles, operational subjects and what could loosely be described as railway politics. The latter subject has been most thoroughly covered by the President, whose views you will be able to read, hopefully, with the September issue.

Finally, thanks to all UK modellers who filled in details of your layouts. The secretary frequently receives requests for exhibition layouts and your answers will help the Society support such events as the GRS Oxford exhibition and the SNCFS Epsom show ☐

BOOK REVIEW

Swiss Railways Locomotives & Railcars

by Chris Appleby & Paul Russenberger

176pp, A5 format, 106 photographs (63 colour). Text in English & French.

Platform 5 Publishing Ltd. Lydgate House, Lydgate Lane, Sheffield S10 5FH

ISBN 1-872524-09-5 : £9.95

This publication, expected for several years, fills a long-felt need for a complete listing of the motive power of the railways of Switzerland in the English language.

It is divided into several parts, first comes an introduction, covering the languages of Switzerland, types of tickets and the system of class-

ification of Swiss motive power, be it Federal or privately owned. A list of locomotive builders is given, with the abbreviations used throughout the book. Four sketch maps show the disposition of the railways around the country and differentiate between standards and metre gauge.

The Federal railways numbering system, a list of SBB depots and workshops and livery notes and abbreviations precedes the listing of all SBB traction units. In all cases the method of presenting the information is similar; the class and wheel arrangement is given followed by general notes (if any) about the class. The vital statistics follow, then an explanation of any special marks in the list of vehicles. Finally comes the numeric list, with depot allocation and, if applicable, the name. The actual location (as opposed to depot) of all shunting tractors is given. Tractors of all types are listed first, followed by electric railcars, electric locomotives, diesel locomotives, Brunig stock and departmental vehicles and snowploughs.

The private railway section follows the SBB lists. The BLS group and the RhB are dealt with in a similar format to the SBB listings, but the introduction to the private railway section explains the layout needed to encompass the large number of numerically small classes. The system adopted is readily understood and gives a large amount of information in the minimum of space. An index to the private railways is provided and each private line or group has an introduction which includes the official timetable numbers.

At the end of the book is a list of all preserved locomotives and railcars from Swiss public railways, giving their status and location and a list of museums and museum lines, Canton by Canton.

It would be unreasonable to expect that a book containing so much technical detail should be free from errors but the number seems commendably small. One of the SBB tractor types is described as a BoBo while there are small errors in some of the photo captions. The Te¹ tractors are shown as having only three of their number with a platform canopy, Nos.15, 44 & 60, whereas the photograph illustrating the class shows No.51 - with a canopy!

These are minor criticisms of a publication which fills, at a reasonable price, the need for a motive power stock list of Switzerland. It is a pity it has not been available before, but now it is no member should be without it. It is heartily recommended ☺

SECRETARY'S NOTES

At the AGM at York on 16 March all officers of the Society were re-elected to their posts unopposed, with the exception of Dave Howsam who stood down as Membership Secretary.

Matters discussed included a list of members and the quality of *Swiss Express*. With regard to the first item, it became obvious that considerable thought still needs to be given to the publication of a membership list, with arguments both for and against. It was agreed that the committee would lay these arguments before the membership, in the magazine, in the course of the year.

The print quality of the magazine was criticised. It was pointed out that the Society had been hitherto fortunate in having an editor who owned expensive equipment and had the space and time to use it for the benefit of the Society. Various measures are being taken to improve the print quality, about which the committee and in particular, the editor is far from complacent.