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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.

Since the AGM the Society is fortunate to have secured the services of Les Heath as Membership Secretary. All correspondence on membership matters should now be addressed to:

Mr.L.S.Heath, 7 Pauline Gardens, Billericay, Essex

Would all members holding membership forms please delete Dave Howsam's name and address and substitute Les Heath's.

The Society is looking for someone to pack and post *Swiss Express* every three months. Would anyone interested please contact the Hon.Secretary, J.Jesson, 27 Campbell Road, Croydon, Surrey CR0 2SQ

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Back issues are now available from me. Some are in the original printed form but others are photocopies the same size as the original. Volume 1 of *Swiss Express* covers the four issues per year for 1985-1987; Volume 2 covers 1988-1990. Prices apply irrespective of whether the magazines are printed or photocopied due to the high cost of copying and include postage (Air Mail where appropriate)

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Dioramas at the AGM

The diorama competition at the AGM was won by Steve Crebbin, who confirmed what many have suspected for some time, that HOm gauge RnB layouts can be something of a washout. Seriously, this well conceived set piece, seen above, shows how important it is to provide life and action in such a model. In second place - by a whisker - was Derick Firth's N gauge section of highly realistic cliffs complete with flying crows, the little black blobs in the photograph below ☐

Photos C.J.Freezer

