

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 4 (1994-1996)
Heft: 5

Rubrik: Editor's farewell jottings

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Editor's Farewell Jottings

As foreshadowed a year ago, I am relinquishing the post of Editor. I have three main reasons, one is increasing age, for I passed the three score years and ten last June.

The second, more important reason is my belief that it is not good for the Society for this key post to be held by one individual indefinitely. *Swiss Express* is the main link between members. Inevitably, the editor's personality affects the presentation, for no matter how hard one may try to be impartial, there are points where a decision has to be made one way or another. While these are usually minor, technical details, over a period of time they add up. Changing the pilot ensures that a different approach will be taken.

Finally, on a purely personal level, I think it a good idea to hand over before members start asking when that old fool is going to give up.

Before doing so, I want to express my heartfelt thanks to the many contributors who have provided the meat for the magazine. Most of the names should be familiar to regular readers, but there are some whose contribution has been hidden. Alan Pike and John Jesson have provided the bulk of the material for the ever popular Notepad, whilst my son, Nick has not only contributed to this section, but has checked the technical content of the main features and assisted with proof reading. Willie McKnight has taken over distribution and brought it to a fine level, while Les Heath has not only liaised with the printer, but has been largely responsible for the insets. It is therefore very reassuring to know that in handing the editorial chair over to him, I have passed the magazine on to safe, experienced hands.

Cyril Freezer

Review

SBB Gotthard : North

SBB Gotthard : South

Made by MITV in the Iron Way-Granite Alp series

Those who have seen MITV video films will know of their high quality and value for money. These are no exception.

Both use a well-known train as a link. Gotthard North employs a *Grey Mouse* RABe 6-car set, ex TEE, on the *Gottardo* from Zürich to Göschenen. Weaving through the more industrialised and heavily populated north of the country, it covers many sections of historic line before reaching Arth-Goldau where there are some stunning shots as the train passes through before tackling the climb to Göschenen.

The film is made the more interesting by the insertion of breaks in the journey to look at the old town of Zug and the *tierpark* on the site of a disastrous landslide which, before the days of railways, struck Arth-Goldau. The scenes around Wassen are beautifully captured and, very near the end of the film there is a spectacular shot of the *Grey Mouse* as it climbs into Göschenen.

Gotthard South uses the north-bound E6 *Verdi*. The fine shots of Chiasso set the tone right away. I wondered how this would be kept up because the scenery, as well as the rail complexity, can be less absorbing than on the north side of the Gotthard. Have no fear: there are some superb shots from the air, giving a remarkable sense of the diminutive size of the train relative to its natural surroundings. This feeling was also captured by a number of ground settings.

Again, diversions add to the interest. The brief run by steam on the Mendrisio to Stabio line, with a view of Mussolini's rail gates, is a little gem. The video team was blessed with remarkable weather when it visited the Monte-Generoso line, getting clear views from the summit. Visits to the castles of Bellinzona and Swissminiatur at Melide encouraged one to make further visits. The RhB at Castione was not forgotten and the Ritom funicular, serving the generating station, took us into a less familiar world.

Both videos are highly recommended
AJP