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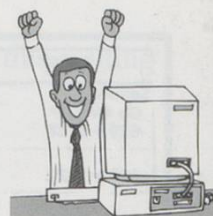
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## THE EDITOR HAS HIS SAY!



This magazine unfortunately will be very late, once again. I am sorry but production does have to fit in with real life and the magazine has been making impossible demands on my time. I am aware, and so is the committee, that this cannot go on and something needs to give.

I neither intend nor want to relinquish the editorship but I do need more help. In saying this I want to thank those actively helping at the moment: Joanna Hulme, who proof reads and Andrew Russell and Harold Bennett who do some transcribing. If they weren't there the delays would be longer still. Thanks to you all. What is needed is an editorial assistant. I deal with, on average, 25 incoming items of correspondence each week. Most of these require at least one and sometimes multiple replies. I have to scan about 100 photographs, the list goes on. It is therefore, intended to introduce a new Post Box system. For a while this will mean a delay in acknowledging incoming material, but rest assured you will get a reply. The internal management changes need not be gone into here but are intended to ensure an on time delivery in the future. Enough wingeing.

This issue has been unashamedly slanted towards holidays, things to do, places to go, walks with a railway/transport slant. Whilst the magazine will always be a railway journal I do not want it or us to lose sight of Switzerland as a whole. Knowledge of the railway system can be only enhanced if we know a little more about the country, people, politics and what makes it tick (pardon the pun). MITV have always appreciated this in their videos and these are universally acclaimed. Do you know what the Rütli is? Who is the President of Switzerland? I am sure I could go on! Broadening one's knowledge will help in assuring that the railway context is better understood. Enough sermonising

Enjoy your summer trips, send in your photos and articles and report back what you see and do and above all stay involved.

*A great view of the Selfranga loading station at the entrance to the Vereina Tunnel. the tunnel entrance is on the left, the r/h track being the loading platform. The l/h is the through track. The rail vehicles in the centre are the emergency train set. The roadworks at the back are at the junction of the existing road and the new Klosters by-pass, still to be finished.. 13/7/2000*

*photo: Peter Arnold*

