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## **MARKING THE CARD** **British Tickets on Swiss Railways**

Thomas Edmondson, Station Master at Milton (now Brampton) station on the Newcastle and Carlisle Railway in 1839, designed his revenue control system to meet 3 needs:

- . To give the passenger a receipt for their money
- . To authorise them to make a specific journey
- . To ensure that all money collected was properly accounted for

He developed the system in the 1840s while working for the Manchester and Leeds Railway and most British railways quickly adopted it.

As rails were laid across the continent of Europe he touted for business there, selling the system first to the Paris and Rouen Railway. In his 1847 publicity literature he listed as a user the Swiss North railway - the same year that trains first ran between Zurich and Baden.

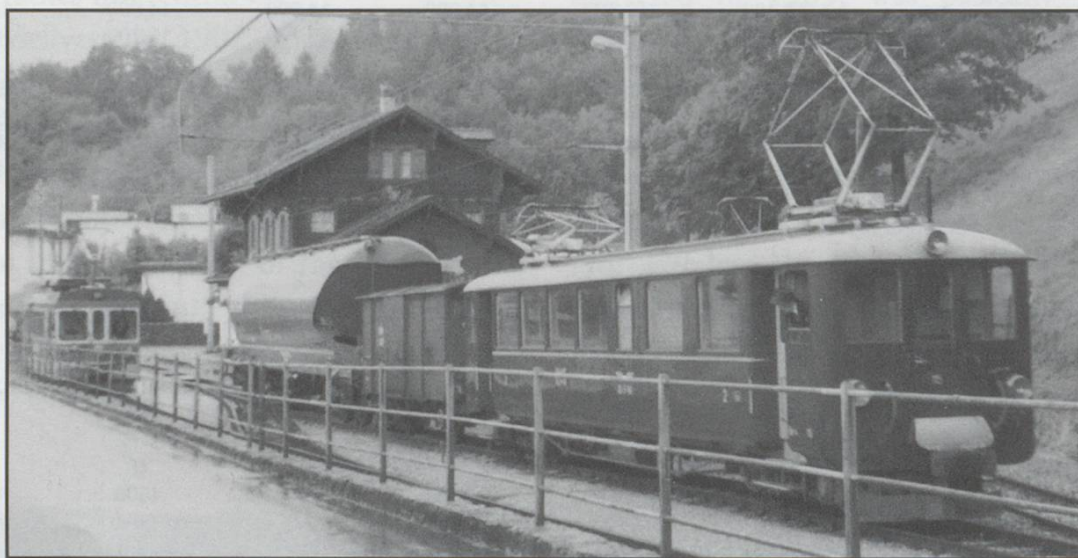
Card tickets to Edmondson (sic) size were used by transport operators and for admission to attractions like Beatushöhlen. Early tickets were printed on Edmondson's own machines (inked

with a ribbon) but later Goebel of Darmstadt and Speedomatic of Langnau BE provided the machinery for producing tickets.

Mechanisation came with the Pautze machine which printed tickets on blank card (of Edmondson's size) in the ticket office but SBB continued to print huge quantities of Edmondson tickets for themselves and for other operators. Their last station to use them, Kaiserstuhl on the Brünig line, succumbed to modernisation in November 1997.

Computerisation in the late 1980s and through the 1990s has left only a small number of users of Thomas Edmondson's style of ticket - some travel agencies, Post Bus services in certain areas and a very few transport operators who use them almost exclusively - in 1998 I found them on the GGB and the Niesen Bahn. At Mülenen they sell a special Aelplerbillet for people living on the mountain and colourful tickets for hanggliders - singles in the up direction only!

### **A LONG TERM SURVIVOR**



Swiss Express 6/6 carried a picture, under the heading *Past Times*, of GFM (now TPF) Be4/4 of 1905 vintage. The automotrice is alive and well and on 5/9/01 was working as the station pilot at Broc Fabrique in pouring rain and such poor light that Michael Farr's camera flash worked involuntarily! The regular service was provided by BDe4/4 124 which is waiting in the platform to detach its milk tank.

*Photo: Michael Farr*