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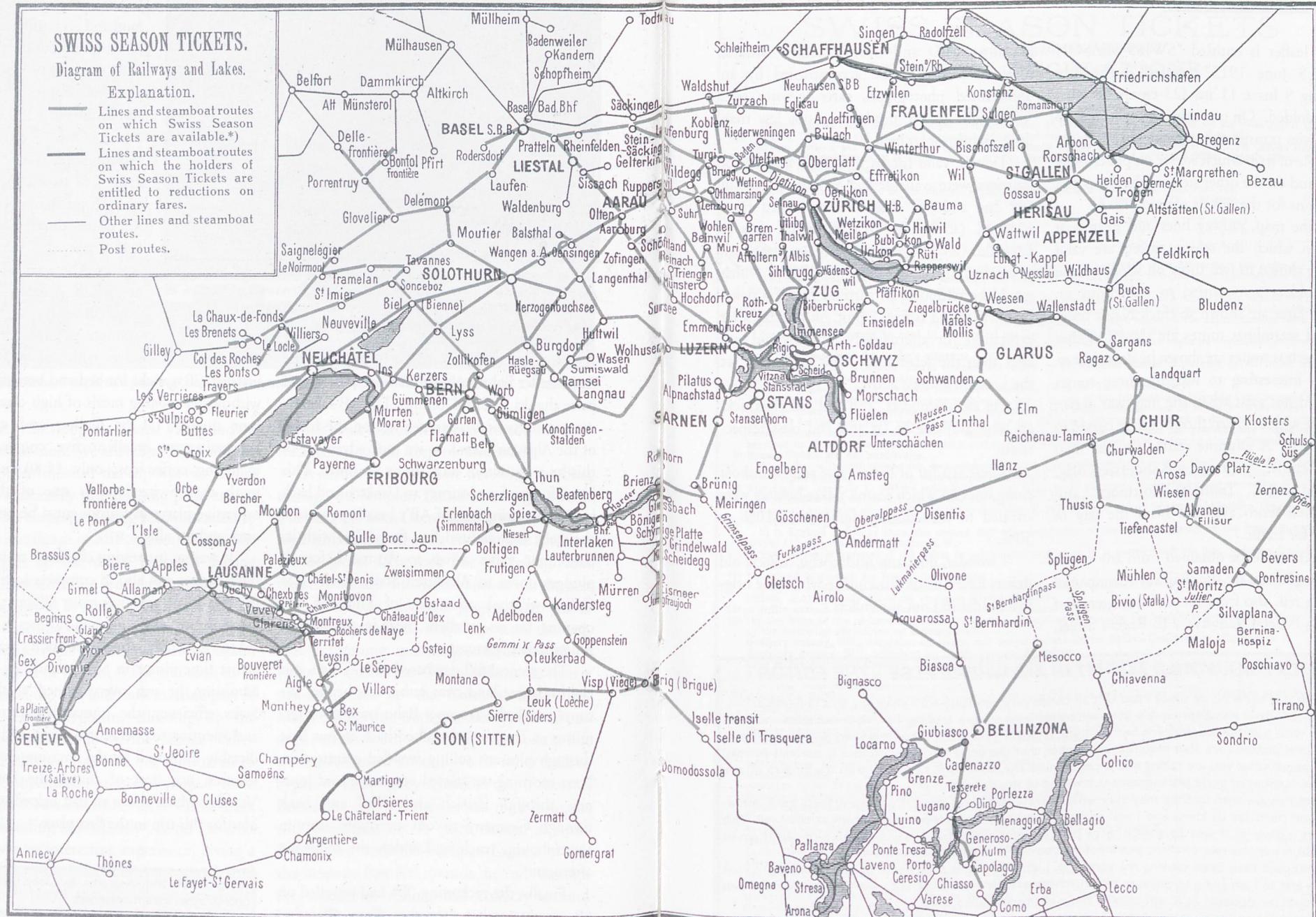
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*) On the lines Bevers-Schuls, Frutigen-Kandersteg-Brig, Herisau-Gossau, Tramelan-Noirmont and Worb-Laufen-Worb available from the day of opening for traffic.

The leaflet is entitled "SWISS SEASON TICKETS June 1913" printed in English, measuring 9 ins x 11 ins (23 cms x 28 cms) when unfolded. On one side is a synoptic map of the Swiss transport system in 1913, similar to the style of map which we see on present-day leaflets, and on the other side are the Rules and Regulations for the tickets offered.

On the map, railway lines and steamboat routes on which the season tickets are valid freely are shown in red; those on which season ticket holders are entitled to reductions on ordinary fares are shown in thick black; other lines and steamboat routes are shown in thin black; postbus routes are shown by dotted lines.

It is interesting to identify those routes which did not exist when the map was drawn and those which existed then but have ceased to do so since. A footnote states "On the lines Bevers-Schuls, Frutigen-Kandersteg-Brig, Herisau-Gossau, Tramelan-Noirmont and Worblaufen-Worb available from the day of opening for traffic."

Tickets could be obtained from any of the Booking Offices of the Railway Companies shown in red, also from the Official Agency of the Swiss Federal Railways, 11b Regent Street,

London S.W. and from Cook's offices. Application had to be accompanied by an unmounted photograph, carte-de-visite size, "the height of the head being not less than three-eighths of an inch."

Tickets, valid for an unlimited number of journeys, were available for 15, 30 or 45 days in 1st, 2nd and 3rd class. Prices ranged from £2.4s.0d. (£2.20) for 15 days in 3rd class to £8.4s.0d. (£8.20) for 45 days in 1st class. All prices included a deposit of 4/- (20p) which would be refunded on surrender of the ticket "in Switzerland before 2 p.m. on the day after expiration" or alternatively "in England not later than the second day after expiration" at the London address above.

On all steamboats, 2nd and 3rd class tickets were available in 1st and 2nd class respectively.

There is a list of the railway and steamboat companies on which season ticket holders were entitled to reductions ranging from 10% to 50%.

I wonder, does any reader who collects old tickets have one of this vintage which the original holder did not surrender?

THE BITS THAT WOULD NOT FIT IN ANYWHERE ELSE - THE EDITOR

This is the last little bit of space I had left so listen very carefully for I shall say this only once. Contributions to Swiss Express are very welcome. I am always looking for more technical articles together with suitable illustrations but anything is fine if you think other members will find it interesting. Good pictures are also required, remember that the cover of Swiss Express is portrait format, so think about what you are taking and it could make the front page. I can count on the fingers of one finger the number of good photographs submitted in this format.

Once pictures are with us they may stay with us for a very long time. If you want them back immediately you must let us know and I will make a decision on whether to scan them at the time. This does cost money so if you do want photos back straight away then I may be unable to use them or the article. It may be two or three years before some of them get used otherwise.

The Travelogues have been causing me some gip. I am aware how long some of you have had to wait for them and so I am going to propose making these available in a different way. This will have to wait for a committee decision as it will involve the website and links to it.

Lastly I am giving up forecasting what will be in the next edition. I am always wrong and it never seems to work out. Having said that the next edition will include some bits and pieces about the STI trolleybuses. Thanks to all those who replied.