Zeitschrift: Swiss express: the Swiss Railways Society journal

Herausgeber: Swiss Railways Society

Band: - (2007)

Heft: [2]

Inhaltsverzeichnis

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Mehr erfahren

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. En savoir plus

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. Find out more

Download PDF: 11.12.2025

ETH-Bibliothek Zürich, E-Periodica, https://www.e-periodica.ch

WHAT'S INSIDE?

Society Pages 2
Having a Field Day 5
Protecting the Swiss
against Rail Noise10
Reopening the Frontier
12
Wine & Water 13
The Burgerbad at
Leukerbad14
Modeling News 16
Cars through the Simplon
18
What System for the
Simplon? 20
Sidetracks 22
Blow Over on the
Appenzellerbahn 24
Photo Gallery25
AGM Prize Photos 28
Digital Railway
Photography30
Edmonson's Farewell 34
Breaking the Ice 35
Notepad 38
Book reviews40
Shedmaster/Society News
Society Diary47
Diary Dates 39
Member's Letters 50
Member's Adverts 53
Society Sales 56

COVER PICTURE:

MOB - The 17.50 commuter train to Zweisimmen leaving Chernex.

PHOTO: A Warrener.

EDITORIAL Malcolm Bulpitt

The topic at the last AGM that seemed to generate the most discussion was the size of this magazine. Not a change from the current A5 format to A4 that had been contemplated, and rejected, in the past but in the number of pages it contains. The last three issues have been just 40 pages thick plus covers – a long way from some of the 60+ page issues of the recent past. As was outlined in the Nuremberg Toy Fair insert in the March magazine this thin version came about as a result of the changes that came into operation last August in the way postage charges are calculated. Magazine sizes come in multiples of 8 pages – simply going to 48 pages would have more than doubled the postage costs and when you are sending out over 1300 copies as we do that is a lot of money. The upside of a smaller magazine is that printing and some other costs are marginally reduced.

The Management Committee realise that *Swiss Express* is the embodiment of the Swiss Railways Society to a majority of our members and that the thin editions were restricting their access to, and enjoyment of, information about the Swiss transport system. They have given the go-ahead for this edition to be much thicker, and they had planned that the two sizes should alternate between issues. However, it became quite clear at the AGM that almost all of those present would prefer to keep to the larger size for all editions despite the implicit higher postage charges and production costs. An outcome of the meeting was that I should go away and through the magazine try and highlight to the membership the implications of such a policy.

Despite some of the "guestimates" made at Bristol it is hard to put a figure on the additional costs of keeping to the larger size for all editions as postage charges have recently gone up again (and are apparently set to rise substantially in the future). The option of using a distribution system other than the Royal Mail is not open to a small operation such as ours. Bringing in some professional help in producing the magazine has been at a cost, but there have been benefits such as a reduction in the price we were paying for printing, although this is always subject to inflationary changes outwith our control. Corporately we need to try and cost out the options and the implications that have resulted from all of the changes that *Swiss Express* has been faced with in the last 12 months. Watch this space!

Finally, enjoy your summer trips to Switzerland and please come back with interesting photographs and the inspiration to write an article about some aspect of railway operation – possibly something offbeat – for the magazine. Remember – it is your journal and it exists on your input.

If you sent articles for the magazine to Liliana Wood during April would you please re-submit them to her as she has had major computer problems.