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**From Ian F Galt – Edinburgh (Sent 12 January 2007)**

## ***Swiss Railways Society***

Like T J Canisch (December *Swiss Express*) I have experienced innumerable instances of service beyond expectation on my Swiss travels. These have now, with retirement, settled into a summer and a winter visit each year. I shall simply give my home address again on the voucher for the bus volume of the Kursbuch as I'm unlikely to be making too many changes during the course of a day's wanderings in March. This is not to condone the changes, of course.

Unfortunately however, I find myself joining the ranks of grumblers and complainers. Even worse this is of the Society: or at least of those there in who:-

- (1) would spring changes on the membership at the 2006 AGM without prior notification;
- (2) who fail to ensure the accuracy of information on P5 of the May 2006 *Express* (the offer was for travel in 2006);
- (3) who fail to address a question raised when I attempt to determine responsibility for the latter. The words highlighted in red on that page are after all apparently part of a quote. The answer might have been that no one actually knew: now that I could have accepted and understood.

I am sorry that I will not be available to discuss any of this at this year's AGM as I will not pay double rate for single occupancy. Of course, I could no doubt find a more amenable hotel, but that seems to cut the sociable nature of the event. The totality of the foregoing leaves me with the feeling the the Society is becoming very un-Swiss because of elitism, and I rather see my membership expiring with the current year.

*Editor's Note: It is unclear what happened to Mr Galt's letter as it only came to my attention after the June Magazine went to press. I have chosen to publish it (verbatim) now as it is a principle that we print all views and comments sent in by members. I trust that this goes some way to indicate that I, and my fellow Officers of the SRS, are far from elitist. The issue of the "misleading" information regarding the 2006 STC Ticket Offer has already been aired within the Society. Commenting upon hotel charging policy is beyond my remit, but I would comment that it is far from easy organising something like an AGM and certain compromises in the package the SRS can achieve for members are inevitable. I can only apologise to Mr Galt for the unfortunate delay in airing his views and I can assure him it was only mischance (and not elitism) that resulted in this happening.*

**From John Overton – by Email.**

## ***Meetings for Members in East Anglia***

I am responding to the item in *Swiss Express* for June 2007 about the distribution of membership around the globe and the availability of local branches.

For some years a "European Railways Group" has operated in East Anglia. This meets monthly for slide/DVD/video shows and informal discussions about the prototype and models. It started as a local group of the German Railway Society but it is now attended by members belonging to most of the European railway societies. In practice all are welcome and we do need to boost the attendance at our meetings which are held from 19.30 on the second Wednesday of the month (except August) at St Felix Middle School, Newmarket. Anyone wanting directions or more information is welcome to contact me on 01 223 811 792.

**From Chris Blamey – France**

## ***Swiss Express***

*Swiss Express* is without doubt the lifeline of the SRS for many of us who do not live near a Branch, or cannot easily get to AGM. It is a superb magazine, established by David and continued by the present team. However I do accept that postage is getting more and more expensive, as I know from receiving quite a lot of post from UK.

I would like to see *S.E* continue in its present size, and would be prepared to accept a higher subscription if that is the case.



# MEMBERS' LETTERS

Perhaps we should consider only three copies per year instead of four. Not only would this reduce the postage, but would take some of the pressure off the team. I do not know the cost implications, but it might even be possible to have more pages three times per year, for surely once an edition is underway a few more pages is very little extra work, per time. Three issues could help deadlines, for those who come back from holidays, with pictures and ideas, but do not get time to put pen to paper, until it's too late. Xmas-Spring-Autumn, just a suggestion for the pot!

## From John Cousins – Knebworth *BLS Tilting Rollingstock*

In Peter Marriot's article regarding Lilliput BLS 'EW III' carriages the comment that the tilting facility was never installed is not correct. It was initially installed, but not perpetuated. My brother has a photograph of the carriages tilting while on the move.

## From Xavier Oliver – By E-mail *The only one*

To be frank, I was surprised to be the only subscriber to your magazine from Spain (Catalonia I should say). But I am delighted to receive your publication and enjoy every one of them. I would like to ask you to write the e-mail addresses in your list of Swiss Model Railways Shops. That would help a lot to follow what they have to offer.

Thanks and keep on going. It's great fun.

*Editor's Note: Does anyone have the e-mail addresses of the Swiss Model Shops?*

## From Mervyn Jones – By E-mail *The Essential Guide*

I am most grateful to Swiss Railways Society members and others who, in expressing their appreciation for *The Essential Guide to Swiss Heritage and Tourist Railways*, have drawn attention to a number of factual errors, ambiguities, typographical mistakes as well provided some updates. In the interests of accuracy and completeness of the book, those "blemishes" in the original text are listed in a note that I have prepared and that the Editor has agreed to place on the SRS website.

*Editor's Note: If you do not have access to the Internet please send me a SAE and I will post a copy to you.*

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