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# BOOK REVIEW

## Peter's Railway and the Moonlight Express

Author: Christopher Vine. ISBN 978-0-9553359-2-1

Published by: Chris Vine, PO Box 9246, Bridge of Weir, PA11 3WD. English. 96 pages, 44 in full colour. Format 9.5" x 7" hardback. Price £11.99 each plus £1.50 p&p from the above address. Also available at many preserved railways' book/gift shops or via [www.petersrailway.com](http://www.petersrailway.com).

It is not normally our practice to review works of fiction in *Swiss Express* but in this case I decided that an exception was required. This book is aimed at children aged between 6 and 12, the future generation of railway enthusiasts who we need to cultivate in an age obsessed by the car and the computer. It is also not totally a work of fiction, for although the narrative revolves around Peter and his Grandpa building a railway across a farm, the text is punctuated with simple to understand explanations of factual information about how railways work. The book is a sequel to Peter's Railway the best selling book at the Glasgow Museum of Transport and a publication that sold 3000 copies in its first 6 months.

I asked my wife, a retired primary school teacher, to read the review copy and she thought that it was both well written and would reach and hold its target audience with ease. She considered that it could be read to the younger children and would also entertain (and hopefully educate) the older ones. Commenting upon the first book Pete Waterman, OBE, noted that "At last here is a book for train loving kids who have grown out of the more junior railway books. They will love it." We think that the sequel is equally as good and should be bought by any parent or grandparent in the society who wishes to see a much younger generation progress from Thomas and Friends to a book that will stimulate an interest in real railways.

**Editor.**

## SGV MANAGEMENT CHANGES

**Michael Farr**

Many members will have seen the impressively tall figure of Peter Rüegger at special events of the Lake Lucerne Steamship Company (SGV) - and especially at the paddle steamer parades with whose planning and execution he was closely concerned. Following a major reorganisation of the management structure relating particularly to aspects of marketing, Peter and his colleague Lucie Heim have decided to leave SGV to seek pastures new.

I first met Peter fifteen years ago at the annual World Travel Market held in London each November. He was particularly helpful with my researches into my own specialised branches of interest in Swiss transport history and kept me informed about developments at SGV, both for contributions to

*Swiss Express* and to other journals for which I have written.

I am sure that SGV will miss the expertise Peter had built up over many years' association with Swiss transport, at first with SBB and then with the steamship company. Let us hope that he and Lucie will continue to use their knowledge to benefit the marketing and publicity of some other transport system.

