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EDITORIAL

Malcolm Bulpitt

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Having written about personal security on the Swiss transport network in the December 2008 edition I had not thought that I would have to come back to it so soon. An SRS member unfortunately fell victim to pickpockets at Visp station during May. According to the Cantonal Police since the interchange facility with the MGB was established there, following the opening of the Lötschberg Base Tunnel, such thefts occur on a regular basis. As we noted previously travellers with their minds on other things are easy prey for the professional gangs that apparently are often comprised illegal immigrants who have made their way into Switzerland. Be warned.

Hopefully your trips to Switzerland this summer will have been trouble free – or perhaps your visits are still to come. Have you taken lots of transport photographs? Please sort through them and send the best images to us. Why not consider writing something about the local railway/bus/boat/etc operations that you witnessed, or rode upon? *Swiss Express* is your magazine – it needs your input. The editorial team can only use what you supply us with. If you are sending-in photographs they should go to direct to Tony Bagwell.

In this edition we start a series of articles that I have asked Paul Russenberger to write. Switzerland has, pro-rata, what is probably the greatest percentage of electrified track of any national rail system in the world. However there are many different systems using many different voltages, etc, and I wondered why. Having once informally asked Paul, a railway electrical engineer by profession, to set-out the reasons; I realised that his explanations may be of interest to others. Hence the series. If there are any other technical issues about railway operation that you would like explained I am sure we have a member who could enlighten you (and us) so please send in your question.

Finally, the SRS has published a 2010 calendar. Put together by Tony it is fully up to last year's high standard, but a little smaller following comments that our 2009 effort took-up too much wall-space; it will be available from this month. Further details are in the magazine.

COVER PICTURE:

A Be 4/12 of the FLP arrives at Ponte Tresa station. See page 32.

PHOTO:

Jason Sargerson.

CHAIRMAN'S NOTES

Ian Athey

Those of you who were able to attend the Annual General Meeting at Derby in March will be aware that the financial statements presented then were un-audited. I am pleased to advise you that the audit was duly completed with only a couple of minor amendments. On your behalf I would like to thank Giles Baker for the work that he did in completing the audit.