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Barberine, Trient, Vernayaz and Massaboden in the Rhône valley and at Seebach in northern Switzerland. Jointly owned power stations are at Etzel and Rapperswil. Power is also purchased from privately owned stations at Mieville in the Rhône valley, Varzon (in Italy), Mühleberg (between Kerzers and Bern), Gösgen (near Rapperswil), Küblis (in Graubunden), Lungern and Spiez. A 132kV power line runs from Vernayaz to Rapperswil. Most of the remainder are linked by 66kV lines.

The next article in this series is intended to provide an overview of the locomotives built to haul the trains during the first two decades of electric operation.

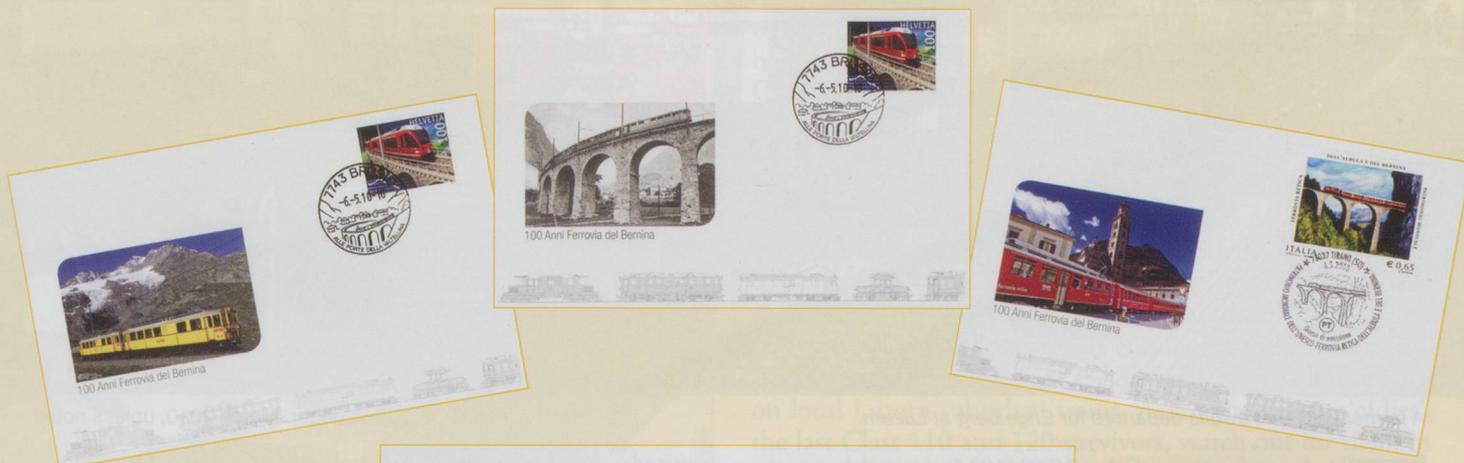
<sup>1</sup>This is correct for a direct current circuit. For an alternating current circuit it has to be multiplied by the 'power factor'. This arises because in an ac circuit the maximum voltage and current do usually not occur simultaneously, difference depending on the nature of the circuit. For a traction system the power factor is typically 0.8.

<sup>2</sup>A motor in which the current is passed through the fixed coils which produce a magnetic field and then through the armature or rotating part of the motor.

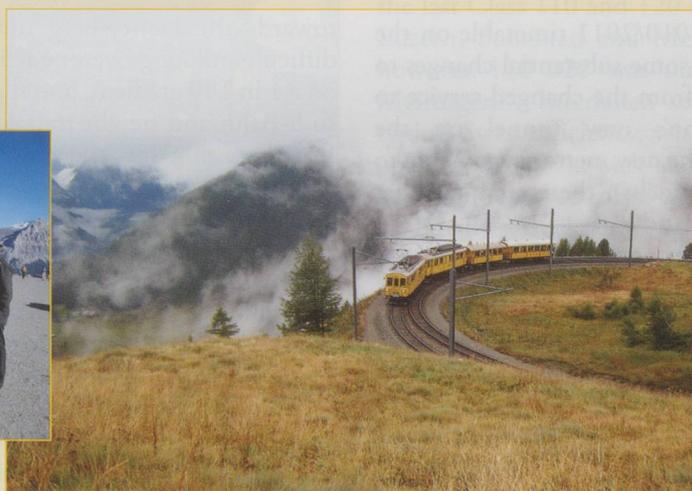
<sup>3</sup>For the exact dates of electrification the reader is referred to 'Schienennetz Schweiz', published by the SBB. 

## BERNINA CENTENARY FIRST DAY COVERS

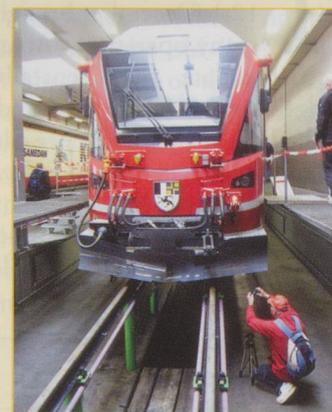
Michael Farr



An alpenhorn group playing while a train halts at Alp Grum on the second day in very different conditions from the first day.



Disappointingly dismal weather at Alp Grum on the first day (Saturday)



Getting down to it! Yet another photograph is taken of an Allegra (in Pontresina depot)

ALL PHOTOS: Maurice Criddle

In SE 103, P 21, we have already reported and illustrated the special CHF100 stamp issued by Swiss Post to mark the Bernina line centenary. This featured one of the new Allegra units. During a visit to Pontresina for the Bernina line centenary celebrations member Maurice Criddle not only found first day covers on sale with the Swiss stamps but also envelopes carrying a stamp issued by the Italian Post Office. A cover with €0.65 Italian stamp is illustrated. It is cancelled at 23037 Tirano (SO) with a special postmark which reads: *Patrimonio mondiale dell'Unesco - Ferrovia Retica dell'Albula e del Bernina*. The *Giorno di emissione* (First day of issue) was the same as the Swiss stamp - 6.5.2010. Maurice's two Swiss FDCs with the Allegra stamp were both postmarked 7743 Brusio. One of the envelopes carried an old black and white photo of a train on the spiral viaduct and the other with a colour shot of two restored railcars in Berninabahn yellow livery. 