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A clarification

On P45 of the September *Swiss Express* we published a SwissTip sent in by a member regarding the Basel Badischer Bahnhof and the link to it from Basel's SBB Bahnhof. This item was run as it was submitted and another member has subsequently complained that it implies, by noting the fact that revenue checks rarely take place between these two stations, that the Swiss Railways Society could be implicitly condoning the ability to travel without a ticket on this section of line. This is most definitely not the case. The item clearly states that users of the link should have a ticket and indicates where this can be obtained in Switzerland should the user not already have one. The SRS in no way condones ticketless travel, which is both illegal and could be subject to a fine of CHF100 on trains operated by the TNW (Tarifverbund Nordwestschweiz) in this area. For travellers starting their trips in Germany both the Basel stations, and the link between them, form the RVL's (Regio Verkehrsverbund Lörrach) Zone 8 and this is normally added on to tickets and Day Cards purchased in that country.

2015 Calendars

As this magazine went to press there were still a few 2015 calendars available to purchase, although by the time you have received this edition these may have been sold. If you would like one of the remaining copies please contact Glyn Jones before you send off any money to ensure that your request can be fulfilled.

Society Website Developments

Within the next few months the website will have a "members only area". Some of the existing pages will move to this area along with some new content, which will evolve over the coming months. It will mean that we will be able to have information on the website that only members should have access to. The Members Forum will also move to this area. Forum members will no longer need their username and password to access the forum webpage but will still need their personal details to use the forum. The facility will be available on the forum for non-forum members to register themselves in future. The Username for the next 12 months is: **2015@swissralsoc.org.uk** and the password is printed on your 2015 Society membership card. These will be valid until the end of 2015 when new details will be published. If you have any questions or problems accessing the members area please contact the webmaster quoting your membership number. Please do not share these details with non-members, remember you have paid to have access to the members area, they have not.

Thanks

For personal reasons Leslie and Chris Johnston-Senior were unable to do their usual proof-reading for the December magazine. Thanks go to Michael and Pauline Farr who stepped into the breach.

New venture

Good friend of the SRS Tim Mulhill has informed us that as from the end of September he is no longer associated with Ontracks, a business he has sold-on. He will continue to operate his UK import and distribution business selling European model railways to retailers, and also promoting them. In future his company will trade as Golden Valley Hobbies

from the same premises at Pontrilas in Herefordshire. For more information go to www.GoldenValleyHobbies.com We wish him all good fortune in this new venture.

Information Request

A member is researching the railway serving the Feldschlössen Brewery at Rheinfelden and would like to receive copies of any magazine articles or other printed information about this operation. They are aware that "Eisenbahn Amateur" carried articles about the brewery railway in Editions 2/1969 and 12/1969. If anyone has these magazines in their collection, or has access to copies in other collections, the member would like to acquire photocopies. Please email the Editor if you can assist, putting "Swiss Express - Brewery Railway Research" in the subject box.

MEMBER'S ADVERTISEMENTS

For sale: Following a change of modelling emphasis I have decided to sell my HO-gauge models. The following are all new, DC, unused and still in their original boxes. Two HAG SBB locos: a) Green HAG BDe 4/4 No.1640 'Winterthur'; b) HAG Re 4/4 loco green with TEE name board No 10048 'Lausanne'; Roco SBB Re 4/4 red with white Arrow emblem No.10103 Epoch IV; Roco OBB 'Krokodile' dark green No.B1189.09. Coaches include: Roco SBB green 1st-class coach; Roco SBB 2nd-class green corridor coach; Roco SBB brown restaurant coach; Two green Roco SBB smaller coaches. Also a HAG SBB tank container transporter 20" long. More details & pictures of all of these, and suggested prices, are available by contacting me on Tel: 01483 761035. Mob: 07836 281577. By Email paul_bendle@yahoo.co.uk.

Now available: Swiss Narrow Gauge Volume One: West and Volume Two: East. Both booklets: A4, 36 pages, 100 colour photographs. Each booklet: £10 including postage. Send to Jason Sargerson, 17 Muirfield Park, Westbourne Avenue, Hull, East Yorkshire, HU5 3JF. Contact: Tel 01482 446451, or jason@sargerson.freeserve.co.uk, Cheques payable to Jason Sargerson.

MEMBERS' LETTERS

From: Judith Riches – By email.

Museum disappointment and delight. We were disappointed to realise that entry to the Verkehrshaus (the Swiss Transport Museum) at Luzern is not free of charge to SwissPass holders, but then delighted to discover the Castle Museum in Thun. Under the impression that we could get into the Verkehrshaus for free, we were taken aback on our recent visit to be asked to pay half price. The Museum is still well worth the entry charge, but having a discussion with the cashier about payment did not get the occasion off to a good start. The cashier was very pleasant and patient and explained that she encounters a good number of SwissPass holders who believe they are entitled to free entry. In contrast we were very pleased to explore Thun Castle Museum, which was free of charge with our SwissPasses. It is a great museum with excellent displays. It is not overcrowded and most of the labels have been translated into English. The interior of the keep is interesting in its own right and the views from the top are magnificent, although it is a bit of a climb to get there! *Editor's Note. I too was under the impression that entry to the Verkehrshaus was free to SwissPass holders. However, a check of the list of all 400+*

museums that are linked to the SwissPass does show that it only gives holders a 50% reduction at this site. As we are always encouraged to do, we should read the small print!

From: Michael Farr – By email.

Gas Turbine memories. Bryan Stone's recollections of seeing both the Swiss and English gas turbine locos reminded me of a day in 1950 when, with a friend, I took a train trip from Bristol to Bath. While waiting to return home, smartly clad in short trousers, a porter asked if we were interested in trains and on replying in the affirmative we were told we were about to see the latest Western Region loco - and Brown, Boveri's Swiss-built No.18000 roared past us. Fast-forward seven years, by which time I was working as office boy for a firm near Bristol Temple Meads. On one of my illicit detours, while sent from one factory to another, I captured on my box Brownie No.18000 arriving from Paddington. Soon afterwards I began to travel regularly to Banbury, to ride on (and model) the experimental single car DMU, by taking the 7.45 from Bristol as far as Didcot - where we enjoyed the added thrill of a slip coach. Almost every day we were hauled by No.18000 until I understand it was down-rated following a mechanical problem, and the 7.45 was considered too heavy a train.

GWR18000 arrives at Bristol, 21/5/1957.



From Don Gatehouse – By email.

Comments on September's Swiss Express. May I add a few points of detail to items published in the September 2014 issue of *Swiss Express*: **P 42 Glarus Freight.** The freight described was in fact the Regional Freight from RB Limmattal that serves Ziegelbrücke and will work forward to Linthal, as required. The cement traffic illustrated was probably associated with the on-going Axpo Linthal 2015 Project (details on the Axpo web site). The train is scheduled to stop at GL 12:29-43 for units to pass and deliver/collect at Linthal 13:03-48. (SBB Graphic Charts refer); **P 46 Swiss Photo Tip.** Assuming the ETR pictured was EC52, that 923 was probably returning from Wimmis via Spiez to Thun as it would be about in the early afternoon, as indicated by the direction of the sun noted.

Notice is hereby given that the Annual General Meeting of the Swiss Railways Society will be held in the Hallmark Hotel, Derby on Saturday 14th March 2015 commencing at 14.30.

Nominations for Officers and Committee

Nominations are invited for the following posts, each for a 3-year term of office: Secretary; Sales Officer; one other elected member of the Management Committee. Nomination Forms are available from the Secretary: David Stevenson, 3, Aldersey Road, Worcester, WR5 3BG, or by email at Secretary@SwissRailSoc.org.uk Completed forms must reach him by post or by hand, but not by email, no later than Saturday 28th February 2015. It is important to note that all nominees and their proposers and seconder must have paid their subscriptions for 2015 prior to signing the nomination form. Failure to do so will render the nomination invalid. Members are advised that a list of nominees, and a copy of any accompanying statement they may have made to support their nomination, will be supplied by the Secretary on receipt of an application by post with an SAE, or by email, at the above addresses. Any application for a postal vote must be accompanied by an SAE and will be sent out by post only to the named address who must be a member of the Society at the time of application. The application must reach the Secretary by Saturday 7th March 2015. Completed ballot papers must reach the Secretary no later than the start of the AGM on Saturday 14th March 2015.

Motions for the AGM

Motions for the meeting, proposed and seconded by members who must have paid their 2015 subscriptions, must reach the Secretary by Saturday 14th February 2015. This will ensure that they can be included on the Agenda together with any motions put forward by the Committee.

The previously Ae6/6 hauled freight mentioned is a different working and still runs but now with a Re6/6. The 'train of lorries' is better known as a Hupac Rolling Highway (RALpin) service. (observation and SBB Graphics); **P 43 Martin Fisher's email** raised a very valid point regarding the importance of accuracy in basic information published, especially as so much authoritative information is now more readily available through the Society and (especially for me) via the internet. Finally, I really enjoyed the quality and 'balance' provided by the various features in the last edition of *Swiss Express*, many thanks to all who made it possible.

From: Roger Sanders – By email.

New line observations. The June edition of *Swiss Express* announced the imminent opening on the 15th June of the new tunnel from Zürich HB to Oerlikon. On a July visit I sampled all three routes between Oerlikon and the HB: via Wipkingen (the old main line); via Hardbrücke (S-Bahn); and the new line, which has no intermediate station. All three are partly in tunnel, the new line predominantly so. My first observation is that all the routes as they emerge outside Oerlikon are interwoven through an impressive grade separated layout, which eliminates the old conflicting flat junction at the station. The new route is clearly smooth and fast with my train taking a mere 3min. 5sec. from entering the tunnel outside Oerlikon to doors opening in Zürich HB. Of course what you miss is the panorama offered from the old mainline when you emerge from the tunnel at Wipkingen with the city, especially the HB, Motive Power Depot, and the carriage sidings all laid-out below. To accommodate the new line there are new platforms 31 to 34 below ground in the station. In fact from the opening only two routes, S2 and S8, both coming-in from Pfäffikon through Thalwil, currently use the new line. S8 formerly terminated at Zürich HB (it is now extended to Winterthur) while S2 used to reverse before proceeding to the Airport. One casualty is that the outer surface platforms 51 to 54 previously used by S2 and S8 have now been closed and the overhead line equipment removed, although the tracks remain in-situ. The diversion of S2 would have left Wipkingen without a service, so S24, previously Zug to Zürich HB, has been extended to Oerlikon via Wipkingen, ironically now having to reverse in Zürich HB main terminal! The new line surfaces outside Zürich HB beyond the station throat points, where only trains coming in via Thalwil have access hence the current limitation to S2 and S8. However, a new viaduct across the western approach to the HB is under construction and this will presumably enable trains from other routes, including ICs and IRs, to access the new route to Oerlikon and onward to the Airport, Winterthur and points east. 