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## SRS Constitutional Changes

All members are directed to the item on P2 This outlines the Management Committee's proposals to restructure the Society as a Company Limited By Guarantee.

## 2016 AGM

Hopefully the date of our AGM is already in your diary. If not it is on Saturday 12th March at the Hallmark (Midland) Hotel in Derby. More details are to be found on P45.

## An Index to *Swiss Express*

In mid-December we will be putting an Index to *Swiss Express* onto the Society's website. Martin Fisher has compiled the Index and it will be arranged in subject order, not chronologically. Part 1 will cover the first 60 issues of the magazine, i.e. from January 1985 to December 1999. Part 2 will cover the subsequent 64 issues, i.e. from January 2000 to December 2015. Inevitably, absolutely everything cannot be listed in such a document, but hopefully anything that might be of long-term interest to researchers, and the simply curious, will be listed. A Part 3, running from the March 2016 issue will be prepared in due course. The aim is to place Part 3, covering four issues, on the website in mid-December 2016 with annual updates thereafter. The Index will be in PDF format. Each part will be set to print-off on A4 paper, but in order to do so in a reasonably economic manner the font size that has been used is smaller than that normally used in the magazine. Even so Part 1 will run to 10 sides of A4 paper and Part 2 may run to about 20 sides. It is appreciated that not everyone has access to the Society's website, so hard copies may be obtained by writing to Glyn Jones, our Sales Officer, and enclosing a cheque payable to the Society for £5 to cover the cost of printing and postage.

## Members Area of the Society Website

The Username to access the 'Members Area' of the Society website is 2015@swissrailsoc.org.uk, and this will be valid until 31st January 2016. For 2016 it will be **SBB@swissrailsoc.org.uk** but either can be used until the end of January, after which only the 2016 one will be valid. You will find the password on your current Society Membership Card.

## The SRS Library has now moved

The Swiss Railways Society Library is hosted by the Stephenson Locomotive Society (SLS). As we reported in the September magazine the SLS has had to relocate their collection to new premises and this move has now been completed. The full address of where the library is now housed is: Ian Allan Publishing, Heritage House, 52-54 Hamm Moor Lane, Addlestone, Surrey KT15 2SF. The new site is adjacent to the River Wey Navigation and the Weybridge to Addlestone railway line. Road access is from the A317 between Weybridge and Addlestone signposted to the Weybridge and Bourne Business Parks. At the time of writing the Ian Allan building is unfortunately still anonymous as far as external signage is concerned (other than a 'To

Let' notice for the upstairs offices!). Proceeding along Hamm Moor Lane from the A317 it is the last but two building on the right hand side, after Duplo International and Locker 27 Sports Centre. Apparently there is a small sign for Chase Organic Products on the fence!

Unfortunately public transport is no longer available from Weybridge Railway Station, as due to cuts, financial support has been withdrawn from the former bus service. The walking time from Addlestone Station is some 15 minutes along Corrie Road and Bourneside Road. This should bring you to the front of Coxes Mill apartments. Turn left round the perimeter of Coxes Mill and you will come to the footbridge over the railway leading to Hamm Moor Lane. Turn right and you will end up on the wrong side of the Wey Navigation and face a 1 mile walk to the next crossing at Weybridge. A map should be available on the SLS Website. Any SRS member wishing to access the Library is asked, before travelling, to confirm their visit with the Librarian by email at **nicholsred@hotmail.com**, or telephoning 0117 9731862, or 07769 625625, to ensure that the Library will be open. Opening days and times are listed on the SLS Website. On arrival there is now a door entry phone to the reception. Please identify yourself as an SLS Library user and sign in at reception, particularly if you are parking a vehicle within the fence. The Library is at the rear of the warehouse area and you will be directed or escorted there – we do not have an internal phone connection. In the case of any difficulty Gerry Nichols, the Librarian, will have his mobile phone 07769 625625 switched on.

## REOS closure

REOS, long time suppliers of Swiss Railway DVDs, which were sold by SRS Sales, have decided to close their business. All their videos are now able to be viewed free of charge via their YouTube channel with a link to this from their website home page.

We wish Remco all the best for the future.

## Members' Letters

From: Colin Turner – By Email.

*Information Request.* I was fortunate to enjoy a steam train ride over the normally freight-only line from Solothern to Büren. Is there a member who is able to tell me when the passenger service ceased? It looks as if the line was once electrified, but the overhead apparatus has been removed, and two of the intermediate stations look just as they were when in operation. What is the future of this line?

*Bryan Stone has responded:* Colin has hit on an interesting one and his trip may have been almost the last chance to use the steam train there. The line is part of the line between Solothurn & Lyss, which for many years carried a Herzogenbuchsee – Solothurn – Lyss passenger service. Two pictures of mine, from 1965, in *Swiss Express* No.123 - P10 show these trains long before closure. The Herzogenbuchsee -Solothurn section closed in 1992 and the alignment, except for a long siding at the north end, was re-used for the high speed line branch from Solothurn towards Olten. The original line, built by the SCB in 1857, and one of Switzerland's oldest sections, formed part of the original

route to Genève from the north. This is briefly described in the SE article. As soon as the direct routes Olten – Bern – Lausanne and Olten – Solothurn – Genève were opened it became virtually redundant, the more so, because use of it by through services required reversal in Herzogenbuchsee. The passenger service Solothurn – Büren commenced in 1876 and lasted until 1994. The line was electrified in 1944 and the catenary north of Büren was dismantled in 1999. After legal closure in 2003, the section was retained as a siding from Solothurn, with a buffer stop introduced at Büren to prevent any suggestion of through running. The Dampfbahn Bern (DBB) obtained permission to use the line for occasional steam trains. At the end of 2015 the section Rüti – Büren is to be completely abandoned, as serious renewals of ballast, level crossings, and a bridge at Km 94 (1.7km north of Büren), are now required. SBB Cargo and DBB cannot justify the expense. However there may still be freight as far as the industrial plant at Rüti that is located to the south of the former station at Arch.

**From: Geoffrey Bryson – By Email**

**Swiss Postal Efficiency.** The September article on Swiss Post reminded me of how efficient the PTT, as it was called then - now Swiss Post, was in 1960 when I was working in Zürich and my English fiancée was working with the World Health Organisation at the Palais des Nations in Genève. I could write a letter in the evening, walk to Zürich Hauptbahnhof and post it into the Post Van on the train with no surcharge. It was either the 22.05 departure having come from Chur via St Gallen, or Train No. 2 from München, which spent 29 minutes in the Hauptbahnhof before leaving at 00.05. They were due at Genève Cornavin at 01.40 and 05.35 respectively. The letter would be delivered at her office in the Palais in time for a reply to be posted at the Palais before about 09.00, which would be delivered at my pensione in Renweg in the centre of Zürich before I had walked back from the Bank at 18.00. The current use of the railway by the Swiss Post is in contrast with Royal Mail's occasional use of their sixteen 4-car Class 325 electric units built in 1995, which apparently 'Run-as-Required' from the Princess Royal Distribution Centre at Willesden along the West Coast main line to Crewe, Warrington, and Shieldmuir, near Glasgow. They also travel along the East Coast Main Line to Low Fell, near Newcastle. What a waste of resources with these sixteen EMUs having been barely run in after 20 years of availability.

**From: Peter Harris – By Email.**

**Correction.** The item on P31 of *Swiss Express* No.123 is incorrect. The SNCF did not have any 4-voltage shunters, the only ones they had were the C-20150 series, which were 15kVac/25kVac. These locos were sold to SBB in 1970 and became Ee3/3-II Nos.16511-19.

**From: Alan Snowden – By Email.**

**Baggage Car Door Bars.** When filming (for the item still offered in the Society Sales Page) on an M.O.B. 6000-series loco, which is effectively a super-powered baggage car, I was shown how the bar could be lifted vertically. The bar in this

example was formed with a loop at each end. These loops surrounded vertical bars on either side of the doorway. When lifted clear of the doorway the bar would be held in the open position resting in bends designed in the vertical bars. I supposed this to be the customary arrangement throughout the Swiss system, as the bar could be placed across the opening, or removed, regardless of how full the vehicle might be.

**From: Niek Talsma – By Email.**

**Members Winning Prizes.** As a Dutch member of the SRS I would like to congratulate society member Steve Tinsley on winning the Continental Modeller Cup for the best layout in the magazine during 2014. Steve is my successor because I won the 2013 Cup for my article about my layout Graubündenbahn, a Swiss metre gauge scene modelled in HOm, that featured in the November 2013 issue (you can download the article at my website: [www.graubuendenbahn.nl](http://www.graubuendenbahn.nl)). I was presented with the cup by Andrew Burnham during the 'On traxs!' exhibition in Utrecht. It was the second cup I have received from Andrew.

The first was CM trophy for 'Best Overseas Layout' at the Warley NEC show in 2013.



Niek Talsma receives the CM Warley trophy 2013 Warley

## Members' Advertisements

**For free:** Duncan Perry has copies of *Swiss Express* available to go to a good home free of charge. They run from No.1 Jan. 1985 to No.104 Dec. 2010 and are available for collection from Preston Lancashire. To arrange collection contact [dunmuperry@virginmedia.com](mailto:dunmuperry@virginmedia.com)

**For sale:** Lovely Special G gauge Brass RHB Locos and Coaches, "Kiss" Ge 4/6 brown No 353; Ge 4/4 brown crocodile No 182; Ge 4/4 green No 607 "Surselva"; "Dietz" Steam Snow Plough brown ROT 9213; "Neule" Shunting Loco 2/2 orange No 161; "Neule" Traktor Te 2/2 red No 73; "Brawa" 5 different coaches; "Magnus" metal coaches; 2nd Class red No B2225; Goods/Guard van red No DZ4037; 2nd Class green No B2060; for further details and photos contact David Melling at [dhmelling@btinternet.com](mailto:dhmelling@btinternet.com)

**For sale:** 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 01 482 446 451 or by email at [Jason@sargerson.freemove.co.uk](mailto:Jason@sargerson.freemove.co.uk). Cheques payable to Jason Sargerson. Please see my website for further details: [www.jasonsargerson.uk](http://www.jasonsargerson.uk)