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AGM 2017

Members will be aware that the Swiss Railways Society from 2017 will become a Company Limited by Guarantee. This means that the AGM in 2017 is slightly more complex than usual. You will see below that there are two AGMs, a final one for the Society in the normal format up to the point of approval, at which point the Society will be wound up and the assets transferred to the new Company Limited by Guarantee, as agreed in the Extraordinary General Meeting of the 23rd July 2016.

There will then follow the first AGM of the Swiss Railways Society (CLBG) with a motion confirming the appointment of Directors as a block and then in turn followed by the remainder of the meeting, together with nominations for any new Directors as outlined below. The traditional Open Forum will follow the end of the second meeting.

SWISS RAILWAYS SOCIETY ANNUAL GENERAL MEETING 2017

Notice is hereby given that the Annual General Meeting of the Swiss Railways Society will be held in the Hallmark Hotel, Derby Midland on Saturday 11th March 2017 and will start at 13.30.

MOTION FOR THE AGM

That the Accounts and Reports for the Swiss Railways Society for the year ended 31st December 2016 be approved.

SWISS RAILWAYS SOCIETY (CLBG) ANNUAL GENERAL MEETING 2017

Notice is hereby given that the Annual General Meeting of the Swiss Railways Society (CLBG) will be held in the Hallmark Hotel, Derby Midland on Saturday 11th March 2017 and will start immediately after the final meeting of the Swiss Railways Society.

MOTION FOR THE AGM

That Committee Members from the former Swiss Railways Society be confirmed as Directors of the Swiss Railways Society (CLBG).

NOMINATIONS FOR DIRECTORS

In order to maintain continuity with the unincorporated Society Management Committee, the following members will retire by rotation in accordance with the Articles of Association: Chairman (3 years); Membership Secretary (3 years); Publicity and Exhibitions Director (3 years). Nominations are invited for these directorships. Nomination forms are available from the Secretary:

David Stevenson, **3 Aldersey Road, Worcester, WR5 3BG** or by email at [<Secretary@SwissRailSoc.org.uk>](mailto:Secretary@SwissRailSoc.org.uk)

Completed forms must reach him by post or by hand, but not by email, no later than **Saturday 25th February 2017**.

It is important to note that all nominees AND their proposers and seconder MUST have paid their subscriptions for 2017 PRIOR to signing the nomination form. Failure to do so will render the nomination form 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 addressee, who must be a member of the Society at the time of application. The application must reach the Secretary by Saturday 4th March 2017. Completed ballot papers must reach the Secretary no later than the start of the AGM meeting on Saturday 11th March 2017.

Message from the Membership Secretary

Membership of the Swiss Railways Society runs for a calendar year and with this issue of Swiss Express comes the annual invitation to renew your membership. Please read the renewal form carefully, as from the 1st January 2017 the Society will become a Company Limited by Guarantee and your commitment to it will slightly change. Once your form is received by me, and checked to make sure the value of your cheque equals the box you have ticked, a minimum of three different spread sheets have to be used to record the transaction.

This ensures that my figures agree with those of the Society Treasurer. It does not assist the renewal process when members try to be helpful by sending stamped addressed envelopes for the return of their new cards - these are not needed - or when they staple their cheques to the form, especially if they do not cut off the renewal form from the diary sheet. Your writing needs to be clear too - my poor eyesight needs all the help it can get! It would help greatly if your change of postal address (or change of email address) could be advised before the process starts, as I have little time to do it in the middle of renewals.

Best of all if you have access to the Internet please use the PayPal system set out at the bottom of the membership page of the Society's website to renew.

Items for Swiss Express

During the last year I have received several items of information, or potential articles, sent in by members long after the publication deadlines that are clearly set out on page 1 of *Swiss Express*. I am aware that our inability to publish the information that has been supplied, in an edition that was due out just a few weeks later, has caused disappointment to the potential contributors. However, in order to meet our brief from the Management Committee to have a magazine delivered to our membership as close to the first day of March, June, September and December as possible, the editorial team has to work to a strict and long time scale. This is in part due to the fact that most of the work required to put *Swiss Express* together is done by volunteers, who all have lives outside the SRS. Commercial railway magazines use professional journalists and can often be on sale with reports of an event that occurred only a couple of weeks previously, as they are geared-up to meet commercial sales opportunities. 'Breaking News' is not, and can never be, a priority for us to supply to our members, hence the reason why I chose to drop news of Swiss rolling stock changes some years ago. This information can be widely distributed instantly on the Internet, allowing those interested to see it months before they could read it on our pages. As we now have a very good website I tend to pass any time-sensitive items on to Glyn Jones for him to share as soon as possible with those who access the site he manages. Just to put our timescales into perspective I was preparing some articles for this December edition at the beginning of August, some four months before you will be able to read them. Having this extended production process does not mean we do not want your articles on, or information about, the Swiss transportation scene. Please keep them coming in about all aspects of rail, road, and water transport, or about anything Swiss that interests you. Remember, it may probably interest others as well. Finally, would all those members who kindly submit images for use in *Swiss Express*, or to be held on the SRS Database, please remember that they should be sent directly to our Photo Editor, Tony Bagwell. Sending them to the Editor only builds delays and causes more work for both people.

Eisenbahn Amateur

It is with regret that the '*Eisenbahn Amateur*' subscription scheme has had to be terminated. Financial considerations are the sole reason. The subscription for the following year has to be 'guesstimated' at the beginning of August. With the exchange rate fluctuating (and in a generally downward direction), the cost would have to be so high as to put off many subscribers. All the subscribers have been contacted, as they are due a refund of their 2016 subscription. This contact was by email, where this was known, otherwise by letter. A number of members have not replied and we urge you to do so. It is reasonable to place a time limit and this will be 31st December 2016. After that, the remaining funds will be donated to the SRS.

Parking for the AGM

Since booking the Hallmark Midland Hotel in Derby for the 2017 AGM, the Hotel has informed the SRS that they have introduced parking charges for both day visitors and residents. The SRS Management Committee are understandably annoyed about this and have made the point that this was effectively a change in contract, post booking. After protracted negotiations with the Hallmark management, and many unreturned phone calls, they have agreed that as the AGM was booked before the car parking charges were introduced therefore members attending the 2017 AGM on Saturday 11th March will not have to pay. After parking their vehicles as day visitors they will have to register their vehicle's registration on a terminal at the reception desk. Any failure to comply with this, or the inputting of incorrect registration numbers/letters, will result in a potentially expensive penalty charge notice from "Parking Eye" the private company contracted to manage the car park. That is the good news! The bad news is that Members staying the night at the hotel will still have to pay an £8.00 overnight parking charge, as their hotel bookings will have been made after the introduction of the parking charges. Your Management Committee considers that this is an unwarranted imposition on an organization, and its members, which has regularly supported the hotel. It is suggested that although the hotel has offered special rates for SRS Members staying one or two nights with them, for members considering coming to Derby by car it might be worth considering staying at one of the many other hotels in and around the City. If you are attending the event on the Friday night the system should be the same as for a day visit to the AGM, but as on Saturday make it clear that you are part of the SRS event. You are advised to ensure that you do everything correctly, and/or check with the hotel reception at the time, as we have been informed that "Parking Eye" appears to have a reputation for taking every advantage of extracting money from vehicle owners at the car parks they manage for others.

Members Area of the Society Website

The new username for 2017 to access the "Members Area" of the Society website is **MOB@swissralsoc.org.uk**. The 2017 password is printed on your 2017 membership card. You can use the new username and password now but you can continue to use the 2016 username and password until the end of January 2017.

Publications News from Martin Fisher

The series of eight Swiss Travel Guides is being revamped. Previously, when stocks of one of the guides ran low, the committee commissioned a reprint, sometimes with minor updating. With the passage of time, more extensive changes are required. This means the updated text is likely to be longer and the picture selection revised (and possibly increased). The first guide to be upgraded is the sixth one published, "*Graubünden*", and this is now available from Society Sales. New versions of the second guide, "*Lake Geneva and the Rhône Valley*", should appear in the New Year and then a revised eighth guide, "*Basel and North West Switzerland*", should appear by the 2017 AGM or just after. Others will follow as-and-when

necessary; check the SRS website from time to time. Amongst the titles of larger books, a new A4 book "Swiss Mountain Climbing - The Easy Way" is due to be launched at the Warley Model Railway Show in November. Further details will be provided on the Society website that month. An enlarged/enhanced edition of "Swiss Tram and Trolleybus Systems" is scheduled for publication in time for the 2017 AGM. An A4 book about Swiss Lakes is planned for November 2017.

European Railways Association

The SRS will be represented at the ERA's Annual Model Railway Show on the 3rd December 2016, where at least two of the sixteen promised layouts will have some Swiss content. There will also be a wide range of trade stands, etc. present. The event starts at 10.30 and is taking place at: 'The Venue', 100, Icknield Port Road, Edgbaston, Birmingham, B16 0AA. There are 200 free parking spaces, or take a No.80 bus (every 20min., and a 20min. journey) direct from New Street Station.

SRS and Facebook

Our Facebook page is at: <https://www.facebook.com/swissrailwaysociety/>. We hope that it will promote the Society and will be a vehicle where we can put announcements at short notice. Please have a look at it and "like" it. We also have a Facebook group page at: <https://www.facebook.com/groups/swissrailwaysociety/>. Members can join, ask questions, post photos and videos. Please join this closed group and make use of it.

Members' Letters

From: Robert Foster - By-email.

Coverage in the September *Swiss Express* of the ceremonial opening of the Gotthard base tunnel was interesting and extensive. However, the officially claimed journey time reduction between Zurich and Milano from 4 hours to 3 hours 30 minutes is misleading. Latterly these trains have taken 4 hours 3 minutes, an increase of 22-25 minutes over the timings between years 2000-2011. This contrasts with the TEE 'Gottardo' and 'Ticino' workings, introduced in 1961, which achieved the journey in exactly 4 hours, admittedly with two fewer stops, which brings into question the benefit of tilting trains. Likewise, they achieve no benefit whatever on the Basel-Milano route. The same story applies to Genève-Milano trains. These take 3 hours 58 minutes, up from 3 hours 45 of 10 years ago. They are no faster than the TEE 'Cisalpin' (from Paris) and 'Lemano' (from Genève), between the 1960's and their withdrawal in 1982. Moreover, those did not tilt and they had to change locomotives at Domodossola.

Travelling five years ago to Genève, where I had a tight connection for a flight, a late-running Re 4/4¹¹ hauled scratch set, gained 16 minutes between Domodossola and Lausanne against the schedule of the tilting train it had replaced, overtaking two service trains and being given priority over two temporary single line sections. As for the timetable on this route, whoever would want to leave Genève at 05.39, or indeed return at 23.21? To inject some humour into an otherwise depressing letter, earlier this year

I took the 12.23 Milano-Genève, which was heavily delayed by a fallen tree near Stresa. I reached Genève Airport at 18.29, yet caught the 18.35 flight to Liverpool: a minibus was sent to take me out to the plane!



A 'Leman' TEE runs alongside Le Lemon in the early 1980's.

From: Ron Kemp - By-email.

The September *Swiss Express* was another good read - congratulations on putting together some interesting stuff. Just a small point about the article on P.19 regarding postcards - my other hobby! It was in 1902, not 1904 as in the article, that the postcard was converted to a divided back, enabling a picture to go on the front, and the message and address on the back. And I'm not sure where that name (Cartophilistes) for a collector of postcards came from. We generally use the term Deltiologist for a collector as Deltiology is the hobby. Don't really like that either, to be honest!

Editor's Note: Both the date (1904) and the term Cartophilistes came from a Swiss philatelic source. I believe that Cartophiliste is the name postcard collectors in Francophone countries (such as the Swiss Romande) give themselves, however I stand corrected by Ron regarding the year. Thanks.

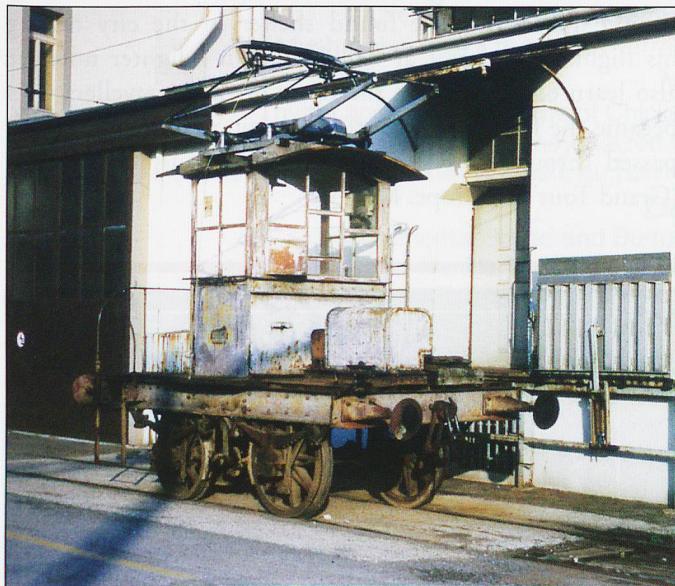
From: Mel Barnes - By-email.

May I comment on two articles in the September issue of *Swiss Express*? Firstly I had a wry smile when I read the Swiss Federal President's statement regarding the building of the Gotthard Tunnel - "Switzerland has built the new Gotthard Tunnel for Europe" - as reported by the Swiss News Editor on P4. This was typical politicians speak for the benefit of the invited guests. Switzerland built the tunnel for two reasons only - their economy, and to meet their aim of transferring freight from road to rail - any other benefits were incidental.

Secondly, regarding Jim Cook's interesting article (Pp14/15) it was slightly marred by referring to the ships as boats. Boats are single deck vessels (hence U-Boat for a submarine) and ships have more than one deck – the s/s in front of the name of the vessels mentioned in the article actually means steam ship.

From: David Morgan - By-email.

I was interested to read in the latest *Swiss Express* about the new NEST Museum, created on the site of the former Henri Nestle factory adjacent to the Chausée de la Guinguette, north of Vevey Station. I note that the article mentions that the former standard gauge siding serving the factory fell into disuse in the late 1970s, however when I visited Vevey in 1989 the siding was still in position, complete with an ancient electric shunting loco, which appeared to be still in an operational condition. I have some photos showing the electrified standard gauge siding crossing the narrow gauge tracks at the end of Vevey Station and also the electric shunting loco. The loco is standing adjacent to the older building seen behind the covered van that is now exhibited outside of the museum, as depicted in the photo on P17 of the September 2016 edition of *Swiss Express*. Does anyone know what became of the loco ?



Standard gauge, 4-wheeled, electric shunting loco on Nestlé private siding, adjacent to Chausée de la Guinguette, Vevey. Works plate reads "Ateliers de Constructions Mécaniques Vevey". Loco appeared to be still operational, note greased buffers, shiny coupling and lack of rust on wheels. 18th September 1989 – photo David Morgan

From: Derek Cate - Norwich, UK

This is a synopsis of a comprehensive letter and numerous attachments sent in by Derek. Editor.

I am aware that many members are concerned about perceived costs of holidaying in Switzerland given the recent

changes in the exchange rate between the pound and the Swiss franc. After retiring some 3 years ago from organizing trips to Switzerland I still keep a watchful eye on prices, etc., especially on the usefulness of the various regional passes available in popular holiday areas. Along with my family we took a three-generational holiday using a self-catering chalet in Grindelwald. This is obviously not to everyone's taste but it is a method of keeping unit costs/person down to reasonable levels. By investing in Jungfrau Regional Passes bought from the STC in London, we achieved some remarkable savings when travelling to/from our destination and around the area. I calculate that each of our party saved some £380 in Swiss travel costs over an eight-day period, and we did not spend all day, each day, travelling. Booking air travel and accommodation direct, resulted in a total basic cost of some £500/person (excluding food and drink), including the STC supplied regional pass. I estimate that to attempt to have a similar holiday based upon packages in travel catalogues could have cost between £1,300 and £1,700 each, although this would include a food element. For some of my ideas on how to achieve travel savings using a Jungfrau pass I can be contacted on derek.cate02@gmail.com

Member's Advertisements

For sale: Om, unused, hand crafted, boxed, Ferro Suisse - RhB Steam Snow Plough - X rot d 9213. The very finest of precision models. £2,500. Telephone - Richard Harris - **01926 511405**, or e-mail - mail@harrisriba.plus.com

Wanted: Post-cards of Swiss Railways - except funiculars. Engines, stations-old and new, etc.
Contact: barry.eastick@gmail.com.



Where's Heidi? There, we said it was easy. Trubschachen is the home of the Kambly biscuit factory on the line between Bern and Luzern. The factory is well worth a visit (and it's free) to sample some of their delicious products.