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## Basel and the Church in England

Author: Bryan Stone.

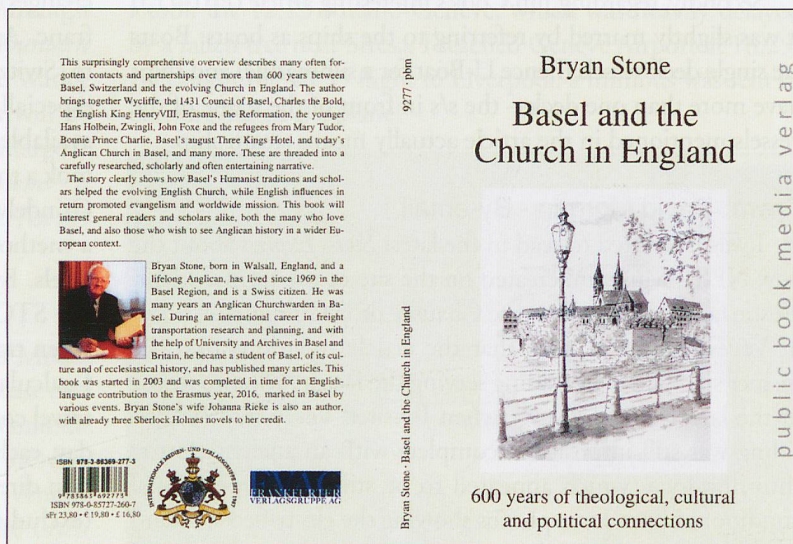
English. Softback. 270 pages, 210mm x 150mm.

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Price £18.60. Order from your local bookstore.

As can be seen from the title this is not a book on the Swiss transportation system! So why review it here? It is a book written by our Swiss News Editor Bryan Stone wearing his other hat as a student of Basel, of its culture and especially of its ecclesiastical history. Bryan has gained an encyclopaedic knowledge of his adopted city where he has lived since 1969 and where he has been an Anglican Churchwarden as well as a lay reader within its thriving Anglican community. Locally he has become a respected historian of many aspects of Basel and has had many articles published in a wide range of journals. The book expertly covers 600 years of the theological, cultural and political connections between Basel and Britain, many of which are key to more specific links between his adopted country and his former one. If you have a more general interest in Switzerland than just its railways you will find this book interesting, as it weaves together numerous threads of the influence that the small City-State on the Rhein had on aspects of our history. As the title would suggest religious



themes play their part in its narrative, but the book covers much broader ground than simply how the influence of Basel and Swiss theologians shaped today's Church of England. It identifies the role the Free City of Basel played in sheltering religious and political refugees from sometimes intolerant British regimes. For example we learn of how Bonnie Prince Charlie found shelter in the city during his flight from defeat at Culloden. On a lighter note we also learn of its place on the route of those travellers who became the first British tourists to visit Switzerland as they passed through this strategic location whilst doing their 'Grand Tour' of Europe. **MB.**



Last July whilst in Biasca Mario Gavazzi came across this coach in an earlier BLS livery that was apparently still in service. However, when he looked closely he realized that the vehicle was actually registered to the SBB not to its apparent owner. What was going on? This was one of the last Einheitswagens on the BLS and it was sold to the

SBB to be used for staff transport, as a part of the fleet of vehicles used in the construction of the Gotthard Base Tunnel. Given that this coach would not go into public service SBB obviously chose to retain the BLS livery, but had to apply the legally required SBB Identification number.