

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2016)  
**Heft:** 128

**Rubrik:** And finally... a mystery coach at Biasca

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# BOOK REVIEW

## Basel and the Church in England

Author: Bryan Stone.

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

Published by: Public Book Media Verlag.  
ISBN: 978-3-85727-227-3.

Price £18.60. Order from your local bookstore.

**A**s 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

This surprisingly comprehensive overview describes many often forgotten contacts and partnerships over more than 600 years between Basel, Switzerland and the evolving Church in England. The author brings together Wycliffe, the (43) Council of Basel, Charles the Bold, the English King Henry VIII, Erasmus, the Reformation, the younger Hans Asper, Bonnie Prince Charlie, John Wesley, King Henry Tudor, Bonnie Prince Charlie's daughter, Three Kings Hotel and today's Anglican Church in Basel, and many more. These are threaded into a carefully researched, scholarly and often entertaining narrative.

The story clearly shows how Basel's Humanist traditions and scholars helped the evolving English Church, while English influences in return promoted evangelism and worldwide mission. This book will interest general readers and scholars alike, both the many who love Basel, and also those who wish to see Anglican history in a wider European context.

Bryan Stone, born in Walsall, England, and a lifelong Anglican, has lived since 1969 in the Basel Region, and is a Swiss citizen. He was many years an Anglican Churchwarden in Basel. During an international career in freight transportation research and planning, and with the help of University and Archives in Basel and Britain, he became a student of Basel, of its culture and of ecclesiastical history, and has published many articles. This book was started in 2003 and was completed in time for an English-language contribution to the Bremens year, 2016, which was marked in Basel by various events. Bryan Stone's wife Johanna Recke is also an author, with already three Sherlock Holmes novels to her credit.

ISBN 978-3-85727-227-3  
9783857272275  
ISBN 978-3-85727-260-7  
SFr 23.80 • £ 19.00 • € 16.80



FRANKFURT  
VERLAGSGRUPPE AG

9227.pbm

Bryan Stone

## Basel and the Church in England



600 years of theological, cultural and political connections

public book media verlag

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.

## And finally ... ... a mystery coach at Biasca



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.