

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2017)  
**Heft:** 130

**Rubrik:** Society pages

### **Nutzungsbedingungen**

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

### **Conditions d'utilisation**

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

### **Terms of use**

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

**Download PDF:** 16.03.2026

**ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>**

## 2017 AGM

David Stevenson, the Secretary, reports: "This year's AGM and Spring Meet were, I felt, slightly muted in comparison to previous years. Attendance over the whole day was down on previous years, about 150 compared to 200. Traders however reported brisk business and SRS Sales and the associated stalls all did very well. The upside to this was that it felt a little less crowded during the day and one was able to shove one's way to the front of the stands!

The AGM itself was also more muted than has sometimes been the case in previous years, some fifty members were present this year, all of whom were seated. The business side saw the end of two eras. The first was the winding up of the original Swiss Railways Society, which has now been replaced by the . . . Swiss Railways Society. This is now a Company Limited by Guarantee, which was voted into existence last year with an overwhelming mandate from members. In practise members will see no difference. The second was the stepping down of Roger Ellis from the committee and Board of Directors. Roger has been on the committee longer than anyone, including himself, can remember and has been one of the rocks on which SRS has laid such strong foundations. He will be truly missed though I feel sure we will see him again from time to time and for many years to come. The Chairman and myself made it clear to members at the AGM, and also through *Swiss Express*, that SRS cannot continue in its present form unless some more volunteers come forward. None of us, to use a well-worn cliché, are getting any younger and we need some new talent and ideas to take us forward. I'm pleased to say that one or two members have approached us but we still need more to share burdens. Unfortunately I was unable to stay for the dinner. This year it was attended by 23 members and I am reliably informed it was "a very enjoyable evening."

## 2018 AGM

The 2018 Society AGM and Spring Meet will be held at the Best Western Stuart Hotel, London Road, Derby, on Saturday 17th March, again organised by the East Midlands Branch. Note the change of venue. The Hotel is just around the corner from the Hallmark Hotel, is in easy walking distance of the station and has free car parking. The event will follow the customary format with a Branch Meeting on the Friday evening and a dinner on the Saturday. All the usual traders have agreed to attend and we expect to have a number of Swiss layouts. Full details will be in September's *Swiss Express* and the website will be updated as information becomes available. Any member who has a layout or display that they would be prepared to exhibit at the 2018 AGM should contact Glyn Jones ([agm@swissrailsoc.org.uk](mailto:agm@swissrailsoc.org.uk) - other contact details are in *Swiss Express*). Contributions towards expenses are available.

## SRS on Facebook

The SRS has a Facebook presence. Our Facebook page is at: <https://www.facebook.com/swissrailwaysociety/> It is hoped that our presence will promote the Society and will be a vehicle where we can put announcements at short notice.

We also have a Facebook Group page at: <https://www.facebook.com/groups/swissrailwaysociety/> Members can join, ask questions, post photos and videos. Please 'like' our Facebook page and join this closed group and make use of it.

## Members' Area of the Society Website

The new Username for 2017 to access the "Members' Area" of the Society website is **MOB@swissrailsoc.org.uk**. The 2017 password is printed on your 2017 membership card.

## An Apology

The images that accompanied the article by Jean-François Andrist on the TPC/AOMC changes in the March *Swiss Express*, were taken during the trial sessions for the new rolling stock by Sebastien Zonca who works at the TPC workshops in Aigle. We are sorry for the mix-up that resulted in them being incorrectly credited.

## Swiss Express first, Continental Modeller second!

In the December 2016 edition of this magazine we featured an article on SRS Member Boyd Misstear's 'BLS Intervention Centre', a model that featured many Peco kits. Having seen the *Swiss Express* article Peco's own magazine Continental Modeller ran its version of the article in their March edition.

## Member's Letters

From: Geoffrey Bryson – By Email

"Tracing a Ticket" - I was very interested in the first part of this story, having come across articles in autumn 1914 editions of The Polytechnic Magazine when researching family history. My father Archie was a member of Quintin Poly Rowing Club and my uncle William of Poly Harriers Athletic Club. The articles recounted the story of a group of Scouts from Regent Street Polytechnic (RSP), who also departed from London on the 17th July 1914 on a Poly Tours organised trip to Switzerland. The RSP Scouts had set off for between 3 to 4 weeks of camping and hiking in the Alps and were among some 10,000 British Passport holders either on holiday; recovering in Sanatoria, or living there, as it was cheap. Perhaps shades of Brexit! The Swiss, French, and British authorities struggled to cope with repatriating those who wished to return home and it was September before most reached England. The Scouts' story is worth reading for their outward trip in the last days of peace, their enforced stay in Switzerland (where they found refuge at the Poly Tours 'Seeburg' hotel and chalet complex near Luzern) and their long, chaotic journey back after an eight-week extended visit. The articles can be found at [www.polymags.westminster.ac.uk](http://www.polymags.westminster.ac.uk) by searching under 'Date' (Oct., Nov., and Dec. 1914) and War.

From: Adrian Friend – By Email

"Tracing a Ticket" - I was interested to read the above article, but was intrigued by the description of Petit Croix

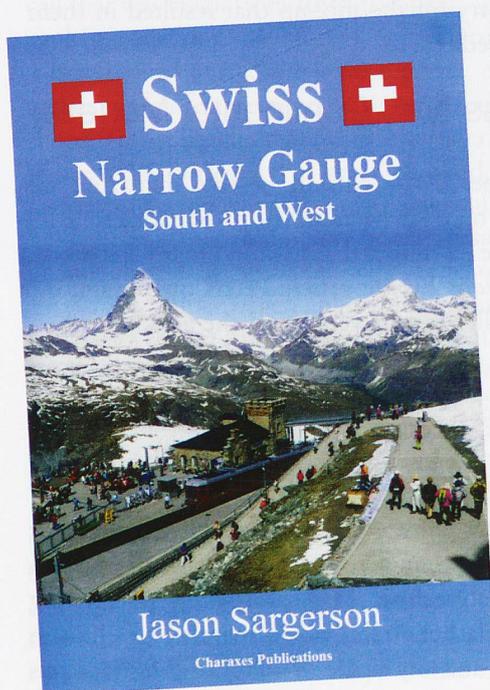
station as a tariff point but not a frontier station, some 3km inside France. Having researched this matter on the web, I think this is an incorrect description, based partly on an understandable confusion between Petit Croix village and the station, which bears its name. Petit Croix station was built after 1870/1, following the Prussian takeover of Alsace-Lorraine, as a French frontier station. It was some 0.5km from the new border, and 3km from the new Prussian/German frontier station of Alt Munsterol/Montreux Vieux. It is in fact in the commune of Montreux Chateau, which adjoins the border, but to avoid confusion with Montreux Vieux it

was named Petit Croix, which is the next village inside France. Petit Croix village is 3km from the frontier.

From: Gordon Bannister – By Email

**Bern Bookshop** - During a recent visit to Bern I visited the Sinwel bookshop, which is about 10 minutes' walk from the main station, or two stops on Line 20, which is either a trolleybus or diesel bus, from beside the station. It had quite a selection of SRS publications as well as a lot of other transport books and magazines. Members might find this an interesting place to visit when in the Swiss capital. 🇨🇭

## BOOK REVIEW



### Swiss Narrow Gauge - South and West.

Author: Jason Sargerson.  
Published by: Charaxes Publications, 17, Muirfield Park, Hull, East Yorkshire, HU5 3JF.

ISBN: 978-0-9575048-7-5.

English.

Softback. 36-pages,

Numerous colour photographs. 298mm x 210mm.

Price £10.00 from the author at the above address.

This is the latest edition in a series of booklets by SRS member Jason Sargerson, who may be familiar to you through the many articles he has submitted to *Swiss Express*. This is a well written and excellently produced publication that gives brief details about 25 of the lines in an area roughly to the west and south of a line from Solothurn, through Bern, Spiez, Brig and Locarno, with just one or two outside of that. For each line he gives a brief introduction, details of the stock used, a description of the route and the frequency of the train services. This is accompanied by several full colour images, generally of the stock, but many showing the railway in its surroundings. There are 120 images in all. Some of the lines covered include those running north from Lake Geneva; those radiating from Aigle; some in the Jura, the Centovalli and those around Lugano and the MGB. There

are also pages on the trams in Geneva, Bern and Neuchatel. This is an ideal read for anyone new to the area and wanting some information prior to a visit. The inclusion of some further references and the SBB map inside the rear cover are useful to put the lines into context. TB

### Swiss Tram and Trolleybus Systems - Past and Present

Authors: Martin Fisher & Neil Wheelwright.

Published by: Swiss Express Publications.

ISBN: 978-0-9926812 -7-2.

English. Softback. 104 pages,

Approx. 380 colour photographs. 298mm x 210mm.

Price £14.50 – including postage – from SRS Sales.

This revised second edition of the popular illustrated guide to the numerous tram and trolleybus operations in Switzerland has been expanded and is now produced in A4 format. The guide has been updated with many additional photographs (both colour and black-and-white), over 20 splendid new maps illustrating the networks of operational line systems; a set of useful tabular operational fleet lists and any changes to systems and stock made, or announced, up to mid-2016 are also included. Access to archive images from the SRS Collection, as well as contributions from members, have enabled a more comprehensive portfolio of images to be presented, with nearly 380 illustrations both past and present to be viewed. As previously, the authors present a well-informed review in alphabetical order of each operational tram network before summarising the many former tram networks. A similar review of the Swiss trolleybus networks is then presented. A trio of Appendices, a detailed List of Contents and a selection of images showing examples of advertising liveries and Swiss vehicles sold or donated for further service elsewhere, complete the volume. In my 2015 review I stated that the first edition of this guide had 'raised the bar' for future *Swiss Express* publications. The compilation and production of this enhanced second edition has raised that bar again. Invest in a copy and enjoy. DCG