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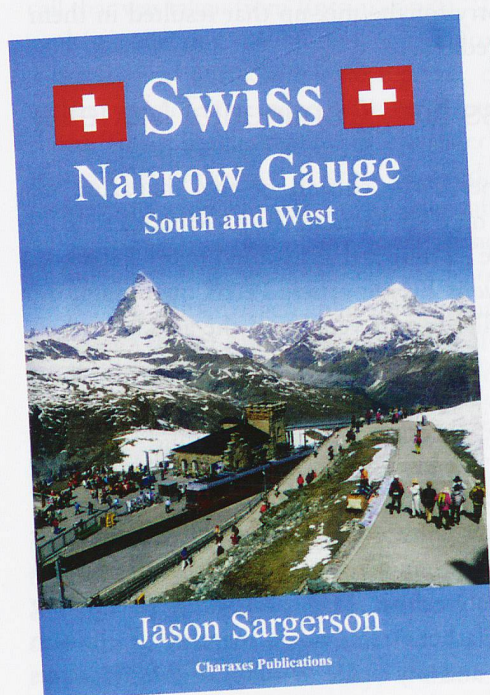
station as a tariff point but not a frontier station, some 3km inside France. Having researched this matter on the web, I think this is an incorrect description, based partly on an understandable confusion between Petit Croix village and the station, which bears its name. Petit Croix station was built 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