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2019 AGM

Details of the 2019 AGM and Spring Meet can be found on the full page announcement in this issue of *Swiss Express*. We are returning to the Hallmark Midland Hotel, Midland Road, Derby, on Saturday 13th April next year. It is worth emphasising that the actual AGM will not commence until 15:30. This is to allow plenty of time for members of our Society who are also members of the Austrian Railway Group (ARG) to attend both AGMs. The ARG AGM is being held on the same day at an adjacent hotel, and members of both organisations will have free admission to both exhibitions on production of their membership card and we have invited members of the ARG to our Friday evening meeting as well.

Free parking will be available at the Hallmark Hotel but registration must be made at reception to avoid a "fine" from the parking company. Offers of layouts or displays should be made to the organisers and will be gratefully received. A contribution towards expenses is usually available. For any queries, please contact Glyn Jones at: agm@swiss-railsoc.org.uk.

Website News

Firstly, an apology for the premature announcement of the new Society Website in the June issue of *Swiss Express*. It was anticipated that we would have had the new website by then but there have been one or two delays and at the time of writing (beginning of June) we still do not have a handover date, but hope that by the time this issue of *Swiss Express* is published the new website will be up and running. It will be a steep learning curve and we would be most grateful for help from any member who has a working knowledge of WordPress based websites. One consequence of the new website will be a change in the way you access the "Members Area". You will only need to use the password printed on your 2018 Membership Card. It will no longer be necessary to input a Username.

Some Clarifications – SE No 134

The sharp eyed amongst you will have noted that the heading photograph on P26 of the June magazine was claimed in the caption to been taken almost two years ahead of time. It was actually taken in December 2009. One of our gremlins has been taken to task over it. Adrian Friend has correctly observed that on P32 the ruling gradient on the Lötschberg route is not 27% but 2.7%. What a difference a dot makes! Three members believe the lower right-hand image on P23 is of a Leyland (Royal Tiger Worldmaster?). vehicle in the fleet of the Dutch preservation organisation SVA and not of a preserved Twin Coach bus. Mistakes happen, and as none of the editorial team is an expert in veteran buses an incorrect photograph may well have been substituted during the production stage. Those interested in old buses could follow this up by checking various websites. In the same article another gremlin changed 'monocoque' (as in chassis-less bus construction) to 'monologue' - we will have to give them some technical education. Martin Fisher understands that the red and ivory livery on BAM railcar No.15 shown in Photo 4 on P12 was unique to that vehicle

and was not used on any other BAM rolling stock as may have been implied in the caption.

Society Contacts

The Society Contacts 'box' printed on the inside of the June Magazine's front cover failed to note that David Stevenson's new role covers two tasks - Archivist and Publications.

Members Area of the Society Website

The "Members Area" password is printed on your 2018 membership card. From the introduction of the new website you will no longer have to input a Username.

SRS on Facebook

The SRS has a Facebook page at: <https://www.facebook.com/swissrailwaysociety/>

It is hoped that being on Facebook 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/swiss-railwaysociety/Members> can join, ask questions, post photos and videos. Please 'like' our Facebook page and join this closed group and make use of it.

SRS at Model Railway Exhibitions

Bill Salter, who now masterminds the SRS presence at exhibitions, etc. has noted that he hopes to be at the following venues later this year. At all the events at least one Swiss-themed layout will be present.

Why not go along to enjoy the layouts and to support the Society stand.

Gaugemaster Show – Ford, West Sussex, Saturday/Sunday 1st/2nd September.

European Railways Association – Birmingham, Saturday 29th September. Confirmed.

Tolworth Show – Tolworth, SW London, Saturday/Sunday 10th/11th November. Awaiting confirmation.

Warley Model Railway Show – NEC, Birmingham, Saturday/Sunday 24th/25th Nov. Confirmed.

2019 Calendar

The Society will again publish a calendar for 2019; this will be available from SRS Sales at a price of £10.00 including UK postage. Calendars posted to overseas addresses will cost £13.50 due to the increased postage charges. This is the same price as last year's calendar. As in previous years numbers are strictly limited so early application to Glyn Jones at SRS Sales is recommended. More details in the SRS Sales advert in this magazine. When the calendars are actually in stock you will be able to pay by PayPal via the SRS On-line shop

Member's Letters

FROM: David Baker – by Email.

On receiving the latest, June 2018, issue of *Swiss Express* I did what I usually do and started reading from the beginning. I was, of course, as a previous Society Archivist,

immediately interested in the initial article by David. Stevenson entitled "The Swiss Railways Society Archive and you". On reading paragraph two I was reminded of William Wycherley's quotation "You who scribble..... and with faint praises one another damns".

With reference to Paragraph 2: I was the (member) who, along with the Committee, and having no previous experience of the procedure, tried to pull together material to form an archive for SRS and, thankfully, my efforts gained some appreciation. However, the phrase "eventually he became frustrated by our real lack of understanding and gave it up" rankles a little. My recollection of the situation in, I believe, early 2012 is that another society member was designated as the Photo Editor and it was to be he who held all images for the Society, for use when needed for the new style A4 magazine. The magazine was by then being digitally produced and would no longer need to be scanned and held on laptop and/or CD by the archivist, i.e. myself. It was, therefore, agreed that I should return all Society materials, including papers, photographs, slides, sets of postcards, CDs etc. to the Committee and did so at the March 2012 AGM. From that date my inclusion on the Society Contacts list was discontinued and my "duties" ended.

I assume that this material is still on hand for David to use during his time as Archivist. The question of books and the Library is a topic which we tried to solve years ago. The Library was then in the care of a member in London and postage costs for books were so exorbitant that they were out of reach of the rank and file member. We did try splitting the collection into 3 sections and arranged to transfer sections between areas at each AGM. I, for one, found that our local member's interest in borrowing was extremely limited and eventually the sections were re-amalgamated into their London base. As Archivist at that time I made use of many of the books for Society purposes and, indeed, for my own interest in the Swiss railway scene. Please beware of the phrase (Para.6 line 13):- "All members will have access to the records of what we have", as it is my experience that not many people want to pay postage costs for transfer of any materials nowadays.

Having got that of my chest, I am sure that, with his new knowledge of the process of archiving, David will make a very useful contribution to the Society supported by, I assume, the Photo Editor, and that more information on progress will be found in future editions of our splendid magazine.

FROM: David Stevenson, Archive and Publications Director – by Email.

I thank the Editor for showing me the above letter from David Baker and allowing me to respond.

I note the contents of David's letter and I was a little surprised by them. I thought I had made it clear in my original article that David did a good job with what he was given and that the Committee at the time, including myself, did not really understand what an Archive was all about, what it was for and why it was there. He was given little or no assistance in terms of resources and our understanding as

a Committee and the minutes of the relevant meeting do make this clear that he wished to stop, the background to this being one of justified frustration. Subsequently we received photographs and I believe, some papers from David and it was evident that they had been properly cared for as would befit an archivist. If there has been some kind of misunderstanding then I'm sorry but what I have outlined was very definitely our understanding. We also, again at the time, felt that there was no need for an archive in a digital world, how wrong we were.

FROM: John Jesson – by Email.

The news item on P29 of the June *Swiss Express* regarding emergency action following the derailments at Luzern and Basel is accurate, but there is more to it. A recent edition of the English language version of Schweizer Eisenbahn Revue certainly reported this, but went into more detail. Both derailments involved double slip points with a curved approach, both were fitted with a specific type of locking that does not hold the blade against the stock rail and both involved high-speed trains which have stiffer suspension characteristics. As I understand it, the rebuilding work being undertaken by SBB involves the changing of the locking mechanism. It is suspected (but not proven) that the curved approach, combined with the type of locking mechanism, allowed the stock rail to be pushed sideways slightly causing a wheelset to impact on the tip of the blade and become derailed.

FROM: Hywel Rees – by Email.

I enjoyed reading the article on building a Fidespress laser cut wood station kit in June's *Swiss Express*. I had seen a similar one for sale but wasn't sure about the quality and ease of construction. However, following the article I bought the kit for Celerina Station to go on the RhB HOm layout I am building.

Member's Advertisements

For sale:

Swiss Narrow Gauge South and West (2017) and Swiss Narrow Gauge North and East (2017): Softback books, A4, 36 pages, 120 colour photographs. Each book £10.00, or buy both for £18.00, including postage, direct from the author. Send to Jason Sargerson, 17 Muirfield Park, Westbourne Avenue, Hull, East Yorkshire, HU5 3JF.

Contact Tel: 01482 446451 or email: Jasonsargerson88@gmail.com.

Cheques payable to Jason Sargerson.

Please see my website for further details: www.jasonsargerson.uk. 