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# SWISS EXPRESS

THE MAGAZINE OF THE SWISS RAILWAYS SOCIETY

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## Editorial

Bill Salter

One hundred years ago this November the first of the SBB Crocodiles entered service between Bern and Spiez in advance of their appearance the following year on the Gotthard route, the line with which they were to be intimately associated for much of their working lives. Some of us were lucky enough to witness and possibly photograph the majestic sight of one of these iconic machines in their latter days. Unfortunately, that number does not include your new editor who is nevertheless fascinated by the story of their development and operation. I hope that readers will indulge an article from him in this issue sharing that fascination.

That does not mean that your editor is not also interested in the modern Swiss scene. Far from it. As Bryan Stone reports in Swiss News, an important step was taken by the political authorities in Bern last June to secure financing for the next stages of railway infrastructure development. The relentless and co-ordinated nature of Swiss development over many years is impressive. From Bahn2000, the Base Tunnels and now these new plans, the more one wonders how much better the UK rail system would have been if politicians here had had the same vision.

Many of you will have heard this before but it requires repeating. *Swiss Express* is a magazine for its members and it cannot exist without contributions from those members whether text or photographic. The volume of those contributions has reduced in recent times. There are, no doubt, many reasons for this. For some travel to Switzerland may now be more difficult, for others more costly and then there is still the B-word. Nonetheless more contributions are needed if the magazine is to continue to provide a wide range of interesting subject matter. ☑

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Magazine Editor: BILL SALTER 1, Bramble Way, Bransgore, Christchurch. BH23 8HD.  
E-Mail: [editor@swissrailsoc.org.uk](mailto:editor@swissrailsoc.org.uk)  
Telephone: 01425 673551

Photo Editor: DAVID STEVENSON 3, Aldersey Road, Worcester. WR5 3BG  
E-Mail: [photographs@swissrailsoc.org.uk](mailto:photographs@swissrailsoc.org.uk)

Advertising Manager: NEIL WHEELWRIGHT E-Mail: [advertising@swissrailsoc.org.uk](mailto:advertising@swissrailsoc.org.uk)  
Proof Reading: LESLEY AND CHRIS JOHNSTON-SENIOR and TREVOR GAUNTLETT

Design & Production: GERALD SAVINE E-Mail: [geraldsavine@btconnect.com](mailto:geraldsavine@btconnect.com)  
All text contributions and correspondence to the Editor

All pictorial contributions to the Photo Editor

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For a Society Prospectus you can either write to  
Steve Buck, 55, The Boulevard, Wyld Green, Sutton Coldfield. B73 5JB,  
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### COVER PICTURE:

An unidentified FART/SSIF ABe 4/6 crosses Ponte Brolla on the Centovalli line in September 2015.

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