

# Editorial

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## EDITORIAL

A Happy New Year and a hearty thankyou to the many members who completed the questionnaire and paid the 1986 subscription fee so promptly. The distribution of the questionnaires has proven to be a most helpful exercise and I will publish the results of this in due course. As a result of the questionnaire we will now be able to prepare a membership list for circulation within the Society. Those members who requested non publication of their names/addresses will of course have this wish respected. Likewise if you did not answer the question regarding publication of your name and address then it will be assumed that you wish to remain anonymous.

With this issue you will find space devoted to readers letters which come under the heading Bahn - Post (the thought of calling the column 'Z' car did occur to me !) If this new feature proves popular then I will include it in future issues. Regrettably I have not been able to complete my notes for inclusion in Letze Nachrichten for this edition. It was anticipated that I would be in Switzerland during December when I would have digested all the news at first hand but I have since found it necessary to put off my visit until February. An update of latest news will be included in the April edition of the Swiss Express.

Finally it should be noted that three contributors to this issue of the Swiss Express are geographically very far removed from either Switzerland or the British Isles. Victor Isaacs and Brian Webber reside in Australia and Jim Ellis lives in New Zealand. Nearly forty members of the Society are living overseas.

### 1986 A.G.M.

This event will take place on Saturday 12th April and not 5th April as stated in the last issue. Full details of the A.G.M. are to be found on page 30.

### ALAN PIKE O.B.E.

I am sure that members of the Society would like to join me in congratulating our Chairman on being conferred an Officer of British Empire Order, awarded for services to the Crown. The investiture took place in the presence of Her Majesty the Queen at Buckingham Palace. On 25th November 1985 Alan retired from his post as a Senior Officer at the Department of the Environment and since his retirement he has been very occupied with establishing his new permanent home in Hemel Hempstead. Our sincere good wishes to you Alan for a sustained and healthy "retirement" and it is to be hoped that we will continue to benefit from your wise Chairmanship and active contributions to the Society for a long time to come.

### BAHN - POST

#### 'N' Gauge Driving Trailer

At the last pre Annual Dinner exhibition a member was displaying a S.B.B. driving trailer coach in 'N' gauge. I seem to remember that it had been supplied in a small brown cardboard box. I have been unable to find a retailer who stocks this or maybe it is not imported? Can you please help me to trace this product.

MARTIN LEWIS. 10 BROADWAY, NORTHAMPTON NN1 4SF

#### Bemo (Kleines problem!)

I have just purchased a Bemo locomotive - the F.O. model 1060/1, It is gauged to HOe and I wish to alter it to HOm which in theory is an easy task. To do this it is necessary to remove the body from the chassis. The instructions are written in German and fortunately a German lady with whom I work kindly translated these instructions e.g. "pull the body away from the chassis". HELP! The two component parts will not separate. There would appear to be no reason for this

as I cannot see any screws or locating lugs. Any light that can be directed at this problem would be gratefully received.

JIM ELLIS, P.O. BOX 3758, AUCKLAND, NEW ZEALAND.

### **RhB Variants**

I read Mike Poleglaze's article on his RHB variants (S.E.No.3) with great interest having been engaged in similar conversations myself. In his article he asks whether anyone can confirm that 'Ua' Transporter wagons are used for the conveyance of abnormal loads. The answer would appear to be yes. In Jeanmarie's Book 'Die Rhatische Bahn (Stamnety)' (Archive 19, 3rd Edition) there is a photograph of a Boeing B.17G Flying Fortress fuselage being conveyed on Rollschemel wagons on 23/3/70. The aircraft apparently crashed in Lake Zug in March 1944 and was recovered in 1952. I hope this may prove of interest to Mike Poleglaze and our readers in general.

My 'RhB Variants' are also of bogie stock.

(a) Conversion of standard gauge Hbis to narrow gauge though not quite to the extent of Mr. Poleglaze.

(b) R-w bogie flat for carrying cars or containers using a cut down and modified Roco ex-American bogie flat (Cat.No.43505) then utilising the small wheels left over from the six wheeled bogies to lower Lima coaches to match other rolling stock

(c) Gak-v bogie covered goods wagon, scratch built body on chassis of bogie flat (Roco Ex-Us, four wheeled bogies Cat.No.43525).

These conversions were done some time ago but the article has given me the 'urge' to try one or more 'a-la Poleglaze'. I also have in mind one day to attempt a couple of snow ploughs, a small sail plough, and one of the larger (non-rotary) types. As always it depends on the old enemy, time, and the availability of suitable 'bits and pieces'. If you are interested, and if my photography proves adequate, I could perhaps produce photos of the conversions at a later date. (Please do so. Ed) Meanwhile I look forward to more modelling articles in the Swiss Express.

GRAHAM WATSON, ASHFORD, KENT.

Editors Note: It is hoped to include photographs and more information about the conveyance of the B-17 in a future issue).

### **Rhatischebahn: Chur - Arosa (Refer Swiss Express No 1 pp 9-11)**

Page 11 of the article mentions that 1908-built motor coaches numbered 31-34 "are rarely used for passenger services these days". On 13/5/85, a troop special ran Arosa-Chur with two 1957-58 motor coaches and five other coaches. As a result an afternoon regular service ran with motor coach no. 30, baggage car and coach. The first-class compartment of no. 30 with beautiful woodwork and upholstery includes a multi-lingual sign which has the English version as "SMOKING BY COMMON CONSENT" (an appropriate but quaint phrase). On this line tunnels carry a plate showing their name and length. The kilometre pegs are alongside the track. At 3.7km there are steel girder bridges and at 7km is the Castielertobel bridge which abuts the 249m Barenfalle tunnel. There are interesting bridges at 11.3km, 13km and 15.9km. Every traveller should spend an hour at Langweis to watch an opposing train cross the spectacular bridge. At 24km the line passes alongside a lake where your correspondent saw a young deer beside the line. The 19.55 departure from Chur was a Einmannzug with just a motorcoach.

### **Report from Geoff Dunster (Refer Swiss Express No. 2 p. 16)**

1. BLS 796 was running between Spiez and Interlaken Ost on Tu 7/5 also.
5. RhB 221 was immaculate as station pilot at Sameden on Tu 14/5/85 also.

BRIAN WEBBER, 40 ORCADES ROAD, YERONGA, AUSTRALIA, 4104.