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Secretary's Announcement

This will be the last time I shall be writing these notes (penultimate? - the March issue appears before the AGM Ed.), as am not standing for re-election at the AGM. The reason is, purely and simply, pressure of other commitments and the Secretaryship of the Swiss Railways Society is not the only commitment I am, reluctantly, giving up.

I would like to take this opportunity to thank everyone for their unstinting help and support during the time I have been Secretary. However, this is not the last you will hear from me as, with the Editor's approval (granted), I shall continue to write for Swiss Express. Who knows, the Nit-Picker's guide may even make a reappearance!

Editor's Jottings

Little did I think in June, when I asked for a snow scene for the December cover that I would be providing it myself. However, we experienced practically every sort of weather known to man during this year's editorial visit,

I was able to get a very pleasing shot of a RhB train in the snow. It was very cold out in the end lobby of the coach, but at least I could open the window without freezing the rest of the passengers.

A new computer and printer, complete with a simple, straightforward DTP program, has enabled us to make some improvement to the appearance of Swiss Express and, we trust, an increase in readability. Double column format has been adopted with this last point in mind.

You will, we hope, have noticed that we have increased the number of pages in recent issues, and at the same time have been able to freeze Home and European subscriptions for another year. This in no small part is due to the steady increase in membership which has continued through 1991 despite the recession.

Thanks to a small group of regular contributors, Swiss Express is not short of material, but inevitably this must mean that it reflects the viewpoints of a minority of the membership and whilst I do all I can to keep some sort of balance, in the last analysis I am restricted to the material I receive. So, if your view of Switzerland and its transport system differs from ours, the remedy is in your hands. In particular, although a fair proportion of members do model Swiss railways, we are always short of modelling articles. Whilst I would

never suggest any member need feel obliged to contribute, I do ask that any critic should provide alternatives.

Last, but by no means least, may I, on behalf of the Committee, wish all SRS members the compliments of the season, and a peaceful, and prosperous 1992, during which, I hope, most of us will be able to travel over the fascinating Swiss railway, postbus and lake boat system..

Next Year's Anniversaries

Centenaries

BRB	Brienz-Brienz Rothorn	17 June
GN	Glion-Caux	2 July
GN	Caux-Nay	28 July
SZU	Zurich-Sihlwald	3 August
TN	Neuchatel-Boudry	16 Sept
GN	Naye-Rochers de Naye	20 Sept
CJ	Saignelegier-La Chaux-de-Fonds	7 Dec

75 years

BTI	Siselen-Ins	19 March
FO	Goschonen-Andermatt	12 July
NStCM	St.Cergue-La Cure	18 August
OJB	Langenthal-Melchnau	6 October