

Society pages

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2016 AGM – Layouts Wanted

The 2016 AGM is returning to the Hallmark (Midland) Hotel at Derby and will take place on Saturday 12th March. The London Branch are organising the event this time and are currently on the lookout for suitable layouts to be displayed at the meeting. If you have a suitable layout (it need not specifically be Swiss) that you would be prepared to bring along for the event please get in touch with Ron Dawes at ronalddawes1952@yahoo.co.uk

AGM Survey

Some 5% of the membership took the trouble to respond to the questionnaire on the future of the AGM Dinner that was distributed with the June *Swiss Express*. The Committee would like to thank those who did so, and they will now consider the way forward with this function after 2016. It is still intended to have a post AGM Dinner in March 2016 as much of the preliminary preparation for the AGM has already taken place. However, the plan is to start the meal earlier to enable people to return to the London Area on the last train of the evening, hence removing the need for an overnight stay for some members. This was a frequently raised comment. The Committee was also surprised at the number of members who had not attended, believed that as the dinner was advertised as a 'Formal' one a very high standard of dress was required to attend, but this has never been the case. The guidance for men could be summarised as 'jackets preferred, but ties not essential'. The event has always been intended as a friendly affair where members can socialise.

SRS Library is moving.

The Swiss Railways Society Library is hosted by the Stephenson Locomotive Society (SLS) within their Library that is currently located in the premises of Ian Allan Ltd. at Hersham, Surrey. However Ian Allan have sold this site and the plan is that the company will have moved to new premises in late June. They have offered the SLS Library (and the SRS) a similar space in their new building at 52-54, Hamm Moor Lane, Addlestone, Surrey. KT15 2SF. The new site is adjacent to the River Wey Navigation and the Weybridge to Addlestone railway line. Road access is from the A317 between Weybridge and Addlestone signposted to the Weybridge and Bourne Business Parks. Public transport is available from Weybridge Railway Station using the 451 bus route to the stop opposite Meadowlands Park. It is then about 15 minutes walk along Hamm Moor Lane to the site. The walking time from Addlestone Station is similar, along Corrie Road and Bourneside Road and over the railway footbridge to Hamm Moor Lane. A map should be available on the SLS Website. It is hoped that the SLS Library will be back in service by the second Monday in September. Any SRS member wishing to visit the Library is asked to confirm, before travelling with the Librarian by email at nicholsred@hotmail.com, or telephoning 0117 9731862, or 07769 625625, that the Library will be open. Opening times are listed on the SLS Website.

The Kithead Trust and copies of old "Kursbuchs"

The March issue of *Swiss Express* included a piece about the history and remit of this Trust. SRS Members David Stevenson and Martin Fisher are now volunteering at the Kithead Trust and assessing some of their European (especially Swiss) collections. David and Martin have noted

that the collection includes many old copies of the national Swiss "Offizielles Kursbuch" - the oldest they have is for 1951 - but there are gaps. The Trust would like to maintain as full a set as possible and to this end would be grateful to any SRS members who would be happy to pass on to the Trust any of the following editions which they no longer want themselves. The missing editions are: pre 1951; 1952-1954; 1956-early 1958; 1968; 1970/71; 1975; 1977-early 1980; 1987/88 (train part only); 1991/92 and 1992/93 (both train part only); 1995/96 (also train part only); 1996/97; 1998/99; 2000/01; 2004; 2005 (train part only); 2007 and anything after 2008. If you are able to assist, please contact our Secretary David Stevenson at the email address provided in the list of SRS Committee members on the inside front cover.

Steve Tinsley wins Modelling Cup

Society member Steve Tinsley has won the Continental Modeller Cup for the best layout in the magazine during 2014. It was for his N-Gauge layout Zweitesfeld. The cup, which Steve keeps forever, was presented at the Derby Model Railway Exhibition. One photo shows Steve being presented with the cup by Andrew Burnham Editor of Continental Modeller and the other shows Steve, his wife Lynn and daughter Samantha who were all involved with the building of the layout.

Photos: Glyn Jones



Members Area of the Society Website.

The Username to access the "Members Area" of the Society website is **2015@swissrailsoc.org.uk**, this will be valid throughout 2015. You will find the password on your 2015 Society Membership Card.

PostAuto Photographs

Martin Fisher is still on the lookout for photographs of PostAutos operating anywhere in Switzerland for use in a forthcoming book to be published by the Society. Please search your photo files and send any images to him at martin@fisher326.fsnet.co.uk.

Swiss railway paintings at the NRM

Visiting the National Railway Museum at York between 5th September and 1st November? Look out for two Swiss railway paintings by Gerald Savine NDD, GRA, at the annual exhibition of the Guild of Railway Artists. Also a British railway scene of the Lymington Ferry Shuttle, also by Gerald.

Member's Advertisements

For sale: New and second-hand books on the RhB and MOB; BEMO RhB carriage; several building kits; Om MOB carriages and an FO diesel. **Wanted:** BEMO HOm stock

for MOB blue/cream era including advert vans. Contact Peter Bowen, in Cheshire, by email at peterbowen2@me.com.

For sale: A collection of *Swiss Express* magazines from February 1988 to date. Offers are invited and collection/delivery to be arranged from the Cambridge area. John Overton. **Tel: 01 223 811 792.**

For sale: Swiss Narrow Gauge Volume One, West and Volume Two, East. Both booklets: A4, 36-pages, 100 colour photographs. Each booklet: £10 including postage. Send to Jason Sargerson, 17 Muirfield Park, Westbourne Avenue, Hull, East Yorkshire, HU5 3JF. Contact: Tel 01 482 446 451 or by email at Jason@sargerson.freeserve.co.uk. Cheques payable to Jason Sargerson. Please see my website for further details: www.jasonsargerson.uk.

Modelling assistance required: Peter Bowen, who lives in Cheshire, has a number of HO-scale plasticard buildings of structures (station, etc.) for use on an MOB layout, that were constructed some time ago and are now in need of restoration prior to re-use. He also has a number of part-completed buildings and some scale plans and photographs of models yet to be built. He is looking for a model maker who would be prepared to take on the task of restoring and completing these models on a paid basis. Photographs of the models, etc., can be supplied to anyone interested in undertaking this work. If interested please contact Peter on **01 625 861 987** or by email at peterbowen2@me.com.

Members' Letters

From: Neil Wheelright – By Email

The item 'EW I and II' in the June Swiss Express Swiss News - P30 - needs some clarifying. Whilst the summary of the current workings of the Einheitswagen (EW) I and II appears correct, the history of the coaches is slightly more complex. SBB introduced a series of 'Light Steel' ('Leichtstahl') coaches in the 1930s as noted. These were the coaches with their doors at 1/4 and 3/4 intervals along the sides and second class seating in a brown material. Initial batches were built in 1937 with deliveries running into the early and mid-1950s. A centre door version was built between 1953 and 1957. What became known as type EW I was built from 1956 onwards with the type EW II built from 1965 until around 1970. These are often referred to as 'lightweight' coaches, probably causing the confusion with the earlier 'Light Steel' description. It was these coaches that had the green (non-smoking section) and red (smoking) seat coverings. For more information see: 'Die Personenwagen der SBB 1902-1970' by Walter Trüb, published by Eisenbahn Amateur.

From: Pierre Coester, Lille, France

Davos History - I was interested to read Bryan Stone's excellent article in the June edition of *Swiss Express* on the development of Davos as a resort. I have recently been researching my family links to the former hotelier Johann Carl Coester who opened Davos' Belvédère Hotel in 1875, specifically to cater for British guests. In doing so I discovered that in 1869 Willem Holsboer, with the financial support of a Mrs MacMorland a long-term British resident of the Belvédère, created a very big outdoor artificial ice rink that

in 1880 became the venue for the first Davos Skating Club. This became affiliated to the National Skating Association of GB that had been formed the previous year. In time Holsboer's ice rink also became the catalyst for the formation of the Hockey Club Davos (HCD), the team that currently plays at the highest level in the Swiss League. In 1926 Swiss Ice Hockey's Spengler Cup competition was also created in Davos, again thanks to Holsboer and the ice rink. Therefore the all-over HCD livery that has been applied at times to RhB locos can also be traced back to the Dutch entrepreneur, and a British resident of the town.

From: Roger Barton, Luton

Tracks in Locarno - Some comments regarding the 'And finally...' item on P45 of the June edition of *Swiss Express* that shows some tram rails that survive in Locarno's Piazza Grande. FART's local tramway operations in Locarno ceased in April 1960, and this included use of the track that remains in Piazza Grande. The Centovalli service, which is jointly operated by FART and SSIF, operated on-street until 1990, but its route from Italy turned right at Piazza Castello (just to the west of Piazza Grande) and headed south, then east, and finally north alongside the lake, before heading to its terminus outside the FFS/SBB station. The line from Ponte Brolla, on the main Centovalli line, to Bignasco closed in November 1965.

From: Paul Jenkins – By Email

Mystery solved - To judge by recent issues of *Swiss Express* there are a number of Society members who, like myself, collect vintage Swiss postcards. My collection is mostly from the Edwardian era when Swiss tourism was enjoying a 'golden age'. A few days ago I was studying a recently acquired card featuring Interlaken West station, and noticed what appeared to be a two-car tram just visible behind foliage alongside the station. I remarked to my partner that this was rather interesting since to the best of my knowledge there had never been tramways in Interlaken. Believe it or not, just a few minutes later my June copy of the magazine dropped through the letter-box and you might imagine my surprise when I was reading Bryan Stone's article on pages 16 and 17 and, right at the end, came to his reference to the tramway from Thun, and the fact that "Interlaken West was the terminus". Surely no puzzle was ever more quickly solved!

From: Adrian Foster – By Email

This is an appeal for information to the membership of the SRS. In 2010 I was returning from Meiringen by road and approaching Basel from the east, along what could have been the E35 route. Just before the road dived down under some huge marshalling yards I noticed to the right what I would call a Trackmobile (a road/rail vehicle), shunting wagons at a lower level between the road and the Rhein. Does any member know who this belonged to; its identity; and the purpose of the sidings?

Please send any information to the Editor by email, with 'Swiss Express Question' in the subject box. 