

Editor's jottings

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Local Services in East Switzerland: The *Regionalzug* services, Sargans - Buchs - St.Margarethen - St.Gallen are locomotive hauled by Re4/4^{II}, with NPZ liveried stock and a green D, eg Lok, B, B, AB, D. Another example of colourful formations was provided by 11108, a *Swiss Express* liveried locomotive at the head of one of these formations.

Ae4/7 locomotives were working on the Bülach - Winterthur services (Table 701). These were also noted on parcels and freight services in much of Eastern Switzerland.

Buffet Cars: Most, if not all EW III cars are now in the grey/purple *Le Buffet Suisse* style.

An older (EW I) car No.88-33 710-7 is also now in this livery and carries *Calanda Land* logos. For the benefit of the unfortunate members who haven't yet sampled it, *Calanda Bräu* is the Chur brewery and this beer is sold on all

the Minibuffet AG operated services out of Chur.

Seethal driving trailer 92-33 934-7 has had its front end painted in the very gaudy pink/red colour all over, plus yellow stripes as before. Earlier repaints only had pink/yellow stripes below the windscreen level.

ICE 76/77 Panda: For this and the additional four ICE services to Basel (2) and Zürich Hbf (2) from May 1993, a total of 25 Zü drivers have received training on these sets. Power cars 410 072-090 and 401 572-590 are the ones equipped for SBB overhead with two pantographs. DB staff the restaurant cars.

Re4/4^{IV} No.10101 has been repainted from *Bahn 2000* livery to the standard livery, but with a large <+> logos on the side and the number on the front end. Others will no doubt follow.

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Several members have commented on the general improvement in *Swiss Express* over the past year, it is our intention to make it even better during 1993. One step forward has been the new DTP program, **Timeworks 3**, we are using which has not only made it a good deal easier to maintain a uniform style throughout the magazine, it uses a different process to produce the printout and has made a very considerable saving in time. This however is only the technical side of the process, we do rely on member's submissions to provide us with a varied diet of articles. Fortunately we do have a few stalwart contributors who don't even need to have their arms twisted but a few different viewpoints are always appreciated. I've said this before, I'll probably have to say it again, we are woefully short of modelling articles.

We are again providing a 52 page issue, we hope we will be able to continue to do so for at least another issue though as postal charges will be going up and paper costs are bound to rise, we can't guarantee to do so for ever. However if membership continues to increase as it has done over the past year we may have to continue to give you a bigger issue to avoid the embarrassing situation of having our reserves grow unnecessarily large.

The AGM will take place on the 13th March - for full details see the December issue. I'd like to remind members of the photographic competition, this year divided into two sections, Railway and Swiss scenes. Prints are limited to a maximum of 7 x 5 in (standard 'larger' commercial prints) to put everyone on a level footing, so please look out your collection of prints and choose two of your favourites. We're also planning a slide quiz for after the dinner and are hoping to make it possible for our lady guests to identify some of the shots.

We shall be supporting several exhibitions over the coming year, our purpose is not merely to get new members but is also to provide a place for members to meet one another, to exchange views and to talk about matters Swiss - and other topics if we so please. We try to select shows which draw in serious enthusiasts from a wide hinterland since this widens the attendance of members. However, the main meeting points are the area groups. Some, notably London and Manchester, publish a list of activities, others are less formal, though to be perfectly frank, many of the meetings are extremely informal and a good time is had by all. If you've not yet visited a branch meeting, do try to fit one in during 1993.