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MAILBAG

Dear Sir,

It is probably true to say that within any club or society there are only a few members, who are prepared to stand for election as officers. Provided they keep their fingers out of the till and the administration trundles on, they are re-elected year on year, basically by themselves.

It is equally true to say that many members are prepared to let this situation continue, because they themselves do not want the responsibility of making "earth shattering decisions." They will complain about the magazine not arriving on the first of the month but little else.

The Swiss Railways Society is no exception, it is basically run by two or three self-perpetuating members to the exclusion of others.

For some years I have served on the management committee, not once, but twice. In that time I have attempted to broaden the issues of the membership, a wider range of Society items for sale, Plastic money for ease of purchase, tighter financial controls etc.

I feel I can no longer make a meaningful contribution to a committee which is determined to stay in a mindset of a 150 membership, this when the membership is over 1000.

I should have learnt my lesson first time but no, to my shame my vanity persuaded me to have a

second session, now I will return to being a faceless person in the crowd, moan like others about the lateness of my Swiss Express! throw stones in the water on my walks along the riverside and of course know better than the new committee. What arrogance I hear, but who really cares?

Best wishes for your future.

Tomas R. Sheard

Dear Sir,

Could I please bring to your attention the East Anglian Continental Railway Group. Although not a branch of the SRS, there are a number of regular members with a particular interest in Swiss railways as well as continental railways in general. We meet on the 2nd Wednesday of the month in Bury St. Edmunds which is pretty central to East Anglia and members come from the surrounding counties.

The entertainment is usually slides and/or video footage of recent trips abroad although nostalgic evenings of steam from the 60's sometimes crop up. Continental model railways are also covered. Recent meetings have included trips to Köln via Eurostar and the French Alps which also had incorporated excursions to Switzerland.

Further details of our future programmes etc. can be obtained on 01480 810658.

EDITORS JOTTINGS

It is with regret that I have to announce that I will not be standing for the Editors position at the next AGM. I have served on the Committee for many years, firstly as Membership secretary then as Exhibitions & Publicity Officer and lastly as your Editor of Swiss Express. I have not reached this decision easily. I have discussed my position with others who have asked me to continue, but I feel that I have very little support from some members of the present Committee. I have tried to produce a magazine that is as up to the minute as possible with all the latest news. As many of you know I have travelled to Switzerland as often as I could fit in to report back on new developments in Switzerland.

The positions on the Committee are ALL voluntary and time is freely given. I have to fit in

work as well as family commitments. At the end of the day I am getting no 'fun' and only 'grief' from the efforts I am putting into Swiss Express.

I would like to thank all those people who, over the years, have supplied articles and other information for Swiss Express; it has been a pleasure to meet many of you at exhibitions etc.

I must pay special thanks to Peter Marriott for his help over the years with articles and photographs for Swiss Express. Also for his company on trips to Switzerland visiting the railways etc.

I wish the new Editor every success, and any help he/she may require, please phone me.

I will continue to visit Switzerland to photograph the railways and write about them.

Les Heath