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in use and not intended to be returned to service, in April 1971, to be withdrawn in February 1972. BB 9001 went into AA in August 1972, being finally withdrawn in January 1973.

Since these were a pair of otherwise unique prototypes which had been joined by series produced machines, this length of service is a commendable commentary on their effectiveness. Neither the Swiss nor the French prototypes were multiplied into a class and inevitably more features of the French locomotive were used in later designs. However, the subsequent Bo-Bo and B-B developments used the Swiss traction motors. No doubt the Swiss experience with ac motors, requiring a more robust machine than the dc equivalent, led their engineers to produce a more reliable motor.

ECHO FROM THE PAST

Grünenwald: 1961. An HGe2/2 No.5 [built 1913 by SLM/BBC] of the Stans Engelbergbahn passes the Bascule bridge. *Photo: [LSE] Hardy-Randall collection*

Swiss Transport News

Members may be aware that the first issue of this new quarterly magazine, edited by Les Heath and Peter Marriott, is due to appear in May. The Society has no connection whatsoever with this venture and wishes to make it clear that it retains the copyright of all material published in *Swiss Express.*