

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 5 (1997-1999)
Heft: 11

Rubrik: SVEA annual general meeting 1999

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 16.05.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

SVEA ANNUAL GENERAL MEETING 1999

At the invitation of the SVEA Committee, I attended the meeting at Wallisellen, near Zurich, on 24 April 1999. The station master had decorated the main platform with flags which did much to brighten the scene at the end of a truly dreadful period of wet, windy and cold weather which followed the heavy snows. In the loft of a nearby building, which appeared to have been the stables for the railway carters' horses of yore, was a very large "OO" gauge tinplate electric railway with remarkable rolling stock ranging from a very good representation of a SBB 'Krokodil' to the typically stylised 4 wheel representations so familiar in the 1920s and 30s.

It was then down to business which ran very smoothly. As is the practice now, I was invited to address the meeting of some 120 delegates. I gave them the greetings of the management and members and reported that the 1998 membership had remained at over 1000 worldwide, that the 1999 AGM had elected a strong committee with a new Chairman and Secretary and that some new faces had joined the Committee which boded well for the future. This was well received and it would appear that the Society continues to be held in high regard generally by those connected with Swiss railways.

Considerable interest was expressed in the development in the privatisation of Britain's railways which is being looked upon as a pattern for Switzerland.

Unfortunately, I was unable to enjoy the museum trams of Zurich because I had to leave for the UK early in the morning having agreed to address a meeting of The Plymouth Railway Circle the next day.

Alan Pike

REVIEWS

Swiss Mountain Railways, Volume 1 - Around Luzern and Interlaken

by Philip J. Kelley and Donald Binns. Published by Trackside Publications, 50 Long Meadow, Skipton, North Yorkshire, BD23 1BW at £12.95 + p&p £1.05. 92 pages, softback. Six colour photos on covers and numerous black and white photos, maps and diagrams.

Our member, Philip Kelley, co-operated with Donald Binns to produce a very well researched document. It was originally intended as a vehicle for Philip's photography, which is widely respected, to show the period of change in Swiss narrow gauge railways thirty or forty years ago. However, it has been developed into an interesting blend of history, technical information and statistics together with a measure of material about current developments the most notable of which is a lucid description of the H2/3 locomotives introduced first on the Brienz Rothorn Bahn.

The book is enhanced by pictures and diagrams from official sources, some of which are new to me, and I was particularly pleased to see that funiculars have not been forgotten - they are railways, as well as some of the lesser known tram routes sadly no longer extant.

Readers will also be able to learn much about the different forms of rack system which is easy to read and forms the subject of the first section of the book.

There are some inconsistencies in the balance of treatment between the systems as well as in the layout of chapter headings and in presentation, perhaps the most awkward of which is on page 78 where one has to look closely to see that the Brienz Rothorn Bahn does not