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were implemented on the export version of the locomotive for Norway, Finland and Hong Kong. The basic internal design is also used for the new WAP class locomotives of the Indian Railways.

In the final section can be found information on the various models of the Re 460 and Re 465 made in various scales by the major model makers. Tables give details of the various models made by each manufacturer.

Photographs and information tables are to a high standard, making this book a "must have". Price in Switzerland is SFr 39.80.

## **Krokodile. Legende auf Schienen. Normal- und Schmalspur.**

**Author-Schönborn. Published by GeraMond. November 1999. Language. German.**

**170 mm x 240 mm Hardback. ISBN 3-932785-54-1**

Here is another book, 144 pages and 140 illustrations, from this particular publisher that gives considerable information on locomotives of the Swiss Railways, in this case the "Crocodile". The first three chapters deal with the type of "Crocodile" locomotive that reigned supreme on the Gotthard from the 20s until the 40s, providing data of performance and improvements carried out during their lifetime. This is followed by a section on the "Seetal" crocodile locomotives and the rebuilt Be 6/8 units for use in the marshalling yards of the SBB.

Standard gauge locomotives of the Deutsche Reichsbahn class E93 and E 94, Österreichischen Bundesbahn Class Br1089 and B1189 are given coverage. The not be forgotten favourite of many modeller the RhB Ge 6/6I is explained as are the Ge 4/4 locomotives of the Bernina Bahn and the Brig Visp Zermatt Bahn. Coverage of the diesel "Crocodiles" of the Furka Oberalp and the LSE is provided. Data and drawings of the various types are provided.

There is considerable coverage given to various "Crocodile" type locomotives found in Switzerland, France and Greece, and as far away as India and Bolivia. Photographs of a high quality abound and there are many drawings and tables. However, it must not be overlooked that the final section of the book gives good coverage to the various models that have been made by the major model manufacturers. From the diminutive Märklin Z gauge locomotives up to the giant RhB Ge 6/6' in scale IIm from LGB. Price in Switzerland is SFr 39.80.

MH-R

### **EDITORIAL!**

This is all the space I had left. I need more good pictures as always but otherwise so far so good. Can I point out something that is obvious to me but may not occur to contributors. Articles and photos are held on file for publication. this may take a very long time indeed, up to 3 years is quite normal for those that are not time related. If you need your pictures back straight away you will need to let us know in order that we take the appropriate action.

## **THE CLASSIFIED SECTION - Members Adverts**

**HELP REQUIRED:** Studies have started of a new 18km railway link between Italy and Switzerland. The planned link would take advantage of the Mendriso(CH) - Valmorea(I) line which was reopened recently, but only to chartered trains. Thanks to a new 7km section, this would join the FS PortoCeresio - Varese - Milano line close to Arcisate. The result will be a faster link from the Gotthard route, Lugano and Como to Varese, Milano and Malpensa Airport. The Airport is 30km south of Varese. Mainly for passenger traffic, freight only to local factories. Have you read anything about this? Who is operating the "chartered" trains on the Mendriso - Valmorea part? Is this line owned by FFS/SBB/CFF? or by who? Contact Alan Snowdon by email at <alan38@onetel.net.uk> or via the editorial office address.

**FOR SALE:** Wesa TT Swiss items. No.151. EBT Be4/4 110, No.215. 3 x EBT bogie coaches, No.225. 4 x SBB four wheel type B2 coaches. £120 the lot + p&p, Also SBB Re4/4 427 (no pantographs, motor works but in need of TLC) £10 + p&p, Coach & wagon axles (59) and wheels (20 inc. 7 flangeless) free for cost of p&p. Tel: 01276 856051 or e-mail: chernex@btinternet.com.