

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 6 (2000-2002)  
**Heft:** 11

**Rubrik:** The classified section - members adverts

### **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:** 06.02.2025

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

## From: Richard Baker - Middlesex

### For your convenience!

I enjoyed the very interesting articles in the *Swiss Express* for June 2002. Amongst these, I noted the advice by Keith Pennyfather (on page 29) about locked toilets on the RhB south of Poschiavo, because I was about to travel this route. Whilst I cannot claim to have made a specialist or exhaustive study of the subject, I can confirm that on the "Heidi Express" southbound on Saturday 6th July 2002 the toilets were not locked south of Poschiavo. Our stock consisted of carriages with the sealed flush system which "can be used whilst standing in the station" though the use of its flush makes a considerable noise which is very audible to the other passengers when the train is stationary! My researches suggest that the toilets with this system are always kept open on this route. Conversely I imagine the stock with the "open the pan and see the track" type of flush on the ordinary services are probably kept locked (and rightly so) in areas of street running.

As we were travelling on to Lugano with the coach, I took the opportunity to look round and photograph the Italian Railways station at Tirano. Seeing the toilets along the platform and about to board the bus for the long journey, I used these facilities. As I came out I was stared at and then harangued for using them, (in Italian) by someone who I think may have been a railway official (but who was not in uniform). My comments in German (he didn't seem to speak English and I don't speak Italian) seemed to placate him. Others using the station "facilities" there may find this information helpful.

Whilst the rail journey down through the Bernina is truly wonderful, the connecting coach trip onwards from Tirano to Lugano was incredibly disappointing and in no sense a pleasure. Traffic on the road through Sondrio was heavy and difficult, the urban development was very ugly, and when we were at last on the scenic part of the route, the standard of car driving by those coming towards us was truly hair-raising. We were treated to a number of very near misses on corners and in tunnels, and incredible slanging matches between our driver and other drivers as we sought to pass their cars. "Never, ever again" was my wife's comment as she gratefully left the coach at Lugano station! So it's back to the railways! Some further advice to those in need. There is (apparently) no "comfort stop" on the three hour journey, but one solution (which another passenger used successfully on our trip) is to whisper something about "desperation" and any of the usual multilingual words for toilet to the driver and to offer him a tip. He obviously knows a number of places (cafes, etc) "en route" because he stopped and solved the "problem" almost immediately!

## THE CLASSIFIED SECTION - Members Adverts

### RELUCTANT SALE of the TASTE of SWITZERLAND MK. III

Wanted a good home for 15' X 10' exhibition HOM layout, it needs a large room or big shed and 'fat' wallet! Track & pointwork mostly F/S with full electrics, full catenary, scenics, buildings, 500 trees, 50 odd vehicles & masses of 'little people' & un-ashamedly RhB.

For more details: w.jaydee@quista.net or 01438716958 anytime.

**BOOKS FOR SALE:** All prices include UK postage and packing. I can be contacted in the UK (44) on (0)1772 253765 or as duncanperry@btopenworld.com

1) **The Glacier Express** - Paul Caminada, English text. Good condition - £15: 2) **Die Rhätische Bahn** - Franz Marti & Walter Trub, English, French & German text. Good condition - £15: 3) **The Gotthard Railway** - Franz Marti & Walter Trub. English, French, Italian & German text. Good condition - £12: 4) **Switzerland- Its Railways & Cableways** - C.J.Allen, English text. Good condition - £10: 5) **100 Jahre Gotthard Bahn** - Karl Grieder, German text, plenty of pictures - £6: 6) **The Famous Glacier Express** - H.Schweers, English text, many good illustrations and line drawings. A lot of the pages are loose due to a poor binding but all present. Handy as modelling reference - £2: 7) **Train Journeys of the World** - some European ones - £7

**THE NEXT SWISS EXPRESS IS DUE IN DECEMBER. PRESS DATE IS OCTOBER 20TH. SEND YOUR SUBMISSIONS IN AS SOON AS POSSIBLE**