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Eisenbahn Amateur (EA)

We regret that the EA subscription scheme, operated by the SRS for a number of years, has now been discontinued due to its lack of viability. Unfortunately over recent years the numbers of those participating have substantially fallen. It was also anticipated that the fall in the Pound/Swiss Franc exchange rate would have inevitably resulted in a further drop in subscribers, along with the fact that the EA cover price is in-line for an increase after a number of years at its previous cost. The scheme had always been self-financing as the SRS was not in a position to subsidise it, a condition laid down at its commencement. Following recent discussions this decision was regrettably taken by John Stokes, the scheme administrator, and the Chairman, as they considered it was the only course open. Individuals may, of course, take out personal subscriptions to EA – details are in that magazine. The Chairman and the Management Committee wish to place on record their thanks to John for his administration of the scheme over the years, and to those members who have supported it. Each of the 2015 subscribers will be receiving a personal communication.



2017 Calendar

Despite the previous printers of the society calendar going out of business it is intended that we will go-ahead with a similar publication for 2017. We have contacted alternative printers and are pleased to announce that the new calendar will be available from **Society Sales at a price of £10.50** that includes posting to a UK address. Due to much higher postage costs the price to send a calendar to any address **outside the UK will be £14.00**. As in previous years the numbers are limited so early application to Glyn Jones is recommended. More details at the rear of the magazine.

Members Area of the Society Website.

The Username to access the 'Members Area' of the Society website is **SBB@swissrailsoc.org.uk** You will find the password on your current Society Membership Card.

SRS on Facebook

A reminder that the Society now has a Facebook presence. Our Facebook page is at: <https://www.facebook.com/swissrailwaysociety/> We hope that it will promote the Society and will be a vehicle where we can put announcements at short notice. Please have a look at it

and 'like' it. We also have a Facebook Group page at: <https://www.facebook.com/groups/swissrailwaysociety/> Members can join, ask questions, post photos and videos. Please join this closed group and make use of it.

We apologise

Towards the end of Phil Weaver's 'Gotthard' article, on page 3 of June's Swiss Express, we incorrectly referred to 'Biaschina' as 'Boscerina'. *Sorry Phil!*

Members' Letters

From: Colin Turner - by email.

Inspired by the article on P20 of June 2016's 'Swiss Express', whilst in Switzerland recently I made a detour to Le Locle to have a ride on "Le Remontoir." I was somewhat amused to find a note (in French) sellotaped to the cabin door stating that it was strictly forbidden to climb on the roof and doing so was likely to incur a fine. Obviously some of the locals haven't quite got the hang of it yet!

From: Gordon Wiseman - by Email

Although I have submitted this rather late to the Editor, with my family connections in Switzerland I feel qualified to correct, update, clarify and otherwise comment on several items in the March *Swiss Express*. The eclectic nature of my comments rather shows what a wonderful variety of subjects the editorial team provides in the society magazine.

Zermatt

It is interesting that two articles alight upon the same subject – which is the best 'highest point' in Switzerland, the Jungfrauoch or Zermatt's high points? Some readers may already know this is a hobby horse of mine. In many forums and conversations, I always 'bang the gong' for Zermatt over Jungfrauoch. Whilst undoubtedly spectacular, the JB is in tunnel most of the way above Kleine Scheidegg – no better than London's Northern Line! This view has been further hardened by my brother. He has told me that on a recent visit with a tour group he was very disappointed by the excessively commercialised nature of Jungfrauoch today. I have always considered Gornergrat to be the much better ride, with magnificent views of the Matterhorn and surrounding peaks on the whole of the upper part of the line. Zermatt is famously surrounded by the 'Thirtyeight 4000-ers' – 38 separate peaks of over 4,000 metres including the highest point on Swiss soil (or Ice!) the Dufourspitz on Monte Rosa, and the highest point entirely on Swiss territory, the Dom in the Mischabel group. Klein Matterhorn builds on the spectacular theme even more and in his article David Carpenter is right to highlight this journey as well, one which have only made in winter whilst skiing.

Visp

The Carpenters commented on the empty Brig - Zermatt train – until it reached Visp. The explanation is simple: the fact that most people boarded the Zermatt train at Visp should come as no real surprise. Since the opening of the Lötschberg base tunnel Visp had been the main transfer point from SBB main line services, This is hardly surprising as it is nowadays the first point on Zermatt line reached by far and away the highest volume of rail users – on trains from

Genève Airport, Genève, Bern and Basel – in fact everyone except anyone coming over the mountains from Chur, through the Simplon from Italy or choosing to take the old Lötschberg line to Brig.

STI article

Before even reading the text of this article I immediately noticed the odd nature of Postcards 3 and 4. There is little chance that all the modes of transport depicted could be made to be in the positions at the same time. The Editor has unwittingly provided readers with an ad-hoc 'spot the difference' competition. One obvious one is the different wakes around the boat. There is also water by the lakeside chalet in Postcard 3 - this is land on Postcard 4. My connection with the STI goes back to my father and uncle's visits in the late 1940s and early 1950s, which they well documented. As luck would have it as part of the collating of my family's transport photos of this era for use in SRS publications I have been dealing with photos of the STI. I also made a trip with my uncle Jeremy at Easter 1982 to see, travel and photograph the STI trolleybus route before it closed.

Linguistics

Moving on to the linguistic discussion raised in Bryan Stone's article surrounding the 'J' used originally in the

STI company name. This is not unique to Interlaken. As I understand it, the apparent appearance of the 'I' as a letter 'J' comes from old alphabet styling, rather like the Gothic typeface once used in Germany, and the old English 'S' that looked like a 'f'.

We also used to use a 'V' In place of a 'U', Ed.

Member's Advertisements

For sale: HOm scale models of MOB station buildings at Les Avants and Saanenmoser. Les Avants was built from a Laser Creations laser-cut kit costing CHF180; Saanenmoser from the Fides wooden kit but extensively modified to 2008 status to incorporate additional signal control room, post office and tourist office. Guide price £85 (Les Avants) and £75 (Saanenmoser). Photographs available from Michael Farr, pandmfarr@talktalk.net.

For sale: 'Swiss Narrow Gauge Volume One: West' and 'Volume Two: East'. Both booklets: A4, 36-pages, 100 colour photographs. Each booklet: £10 including postage. Send to Jason Sargerson, 17 Muirfield Park, Westbourne Avenue, Hull, East Yorkshire, HU5 3JF. Contact: Tel 01 482 446 451 or by email at Jason@sargerson.freeserve.co.uk. Cheques payable to Jason Sargerson. Please see my website for further details: www.jasonsargerson.uk. ☒

DVD REVIEW

Railways in the Jungfrau Region - Cab Ride by Perren Films

Double DVD price £35 from SRS Sales including UK postage.

This is the latest DVD in the project to produce a cab ride of every Swiss line. Filmed in "blue sky" sunny weather in 2013 and 2014 this double DVD covers every line to the south of Interlaken within the Jungfrau group, with a total running time of over four hours. Before each journey there is a location map and information about the loco used, time of day etc. followed by a few establishing shots. There is the option to start the DVD from a selection of intermediate stations and parts of the journey can be omitted by the use of the included "chapter points".

DVD One starts with the journey to the Jungfrauoch via Lauterbrunnen and also includes the SPB journey from Wilderswil to the Schynige Platte. DVD Two commences with the return journey from the Jungfrauoch to Interlaken Ost, this time via Grindelwald and also includes the journey with the BLM from Mürren to Grütschalp and a short film of the BOB and BLM. Filmed in High Definition to the usual high standards of Andreas Perren the camera is set to quite a wide angle, so the view not only shows



the track ahead but plenty of the surrounding countryside, particularly important when the scenery is as spectacular as it is in this area. The routes are shown in their entirety, including the Jungfrau tunnels (where plenty of detail can be seen) apart from the stationary time in stations, which have been reduced. There is no commentary, just the actual sound recorded within the cab.

This double DVD can be recommended not only as a cab ride over these well-known lines but also as a scenic record of the view from the train, which will bring back many happy memories of holidays past, particularly if the weather was not as good as on the DVD. For more information on the other DVDs produced by Perren Films their website is www.fuehrerstandsmittfahrten.ch/. All their DVDs are available from SRS Sal ☒ Brienzersee