

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2019)
Heft: 137

Artikel: Malcolm Bulpitt notes the end of an era... and Tony Bagwell writes...
Autor: Bulpitt, Malcolm / Bagwell, Tony
DOI: <https://doi.org/10.5169/seals-853788>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. 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. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

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. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

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. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 01.07.2025

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

Malcolm Bulpitt notes the End of an Era...

How long is an era? Do twelve and a half years count? For that is the time I have been editing *Swiss Express*. Writing this I realise that in 'employment' terms it has been my second-longest spell at one organisation. As an engineer dealing with transportation safety issues life was often peripatetic, with short notice requirements to travel to problem locations, so in my first few years as editor, the magazine was often put together in places like airport lounges. Knowing that thanks to the Internet there was always something one could do with 'gained time', helped when suffering flight delays at numerous airports, or perhaps profitably using evenings confined to hotel lounges in sub-arctic Canada when it was -30c outside. Over my fifty issues *Swiss Express* has moved-on from the 40 page A5 magazines, expertly put together with little outside assistance by David Stevenson, to our current 48 page A4 production. This resulting 150% increase in editorial content has only been possible due to my-being helped all the way down the line by a dedicated team, whom I have probably insufficiently thanked in my final editorial. In practice the magazine only exists due to members' input. The editors have never been in a position to commission articles, and in my time we have always tried to print what has been sent in, or we have explained to contributors why this may not have been possible.

Swiss Express has always had the selection of articles contained in it because they were those received in the run-up to our editorial meetings. Sometimes we have been spoilt for choice, other times there has been a drought of input. I am aware that recently there has been a dearth of technical or motive power articles, and this has apparently concerned a few. Had more such articles been contributed then we would have put more of them in the magazine. I can only assume that we may not have potential contributors with the depth of technical expertise that our membership once had. This begs the question that the whole emphasis of our membership may have shifted from what it used to be, and that subsequently the content of the magazine has inevitably moved along with this. Having been a member since 1982 I have sensed these changes over the years. Swiss railways are a totally different animal to what they were 36 years ago, and different aspects of the Swiss transport scene probably now appeal to a different audience, hence I make no excuse for having introduced some articles that earlier editors may not have considered using. *Swiss Express* is now a broader-based publication in which we have tried to cover a multiplicity of members' interests. Perhaps this is the key to the magazine, and the Society's continued existence. Change is in the air generally in the future, so your magazine may well move in different directions again as nothing stands still. I wish my successors well in their task.

...and Tony Bagwell writes...

I have had the privilege of being the Photo Editor for *Swiss Express* since the September 2007 edition and the time has now come to hand over to someone new. I have thoroughly enjoyed my time in the post (apart from enduring the traffic on my quarterly journeys from Taunton to Upton-upon-Severn up the ever busier M5 for our Editorial meetings) and during that period I have had contact with many of you via emails, post, the occasional phone call etc. I would like to take this opportunity to thank all of you who have sent in photos, either for articles or just for general use, and particularly those of you who have also supplied suitable captions to go with your images. The hardest job I have had during my time has been to think up suitable captions when images have come in with little or no text detail. Without your support by submitting pictures, the magazine (probably the main – or even only – contact the majority of our members have with the Society) would be a far poorer publication.

I would like to apologise if any of you were expecting to see one of your images in the 2019 calendar as I may have intimated in replying to any of your picture submissions during the last year. The small group charged with preparing the calendar had different ideas about its content, so many of my suggested selection did not make it. I am sorry about any disappointment this may have caused.

Finally I wish my successor all the best. Please keep sending your images in to *Swiss Express* (as full size files - not reduced size) to photographs@swissrailsoc.org.uk to keep the magazine up to the high standard I think the whole editorial team has achieved over their tenure. I hope to be at the AGM this year so please do find me and make yourself known – it would be good to put a face to a name whilst Bryan Stone has the last word on P44. 🇨🇭

Where's Heidi

Question. Outside which station would you find this typical piece of Swiss sculpture? *Answer on P44.* 🇨🇭

