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Traffic jams of unbelievable size would result. Therefore the Federal Council has made it clear that there will be no NEAT if the EEC still insists on complete liberalisation of 40 tonne traffic.

Private Railways

Work on the Vereina Tunnel is now in progress and the RhB expects to have it in service by 1999.

On the initiative of the writer of this report, a private committee has been formed to promote the modification of the Private Railway Act so that Private Lines will have the same legal status as the Swiss Federal Railways. The committee comprises a number of railway experts, traffic experts, members of the Federal parliament, members of the Boards of Private Railways and marketing specialists. One goal is to obtain similar subsidies for the so called social tariff as are currently enjoyed by the Swiss Federal Railways. Another important project is the standardisation of rolling stock and other railway material in order to obtain lower purchase prices from industry.

The committee also has a group of railway experts analysing railway projects, such as the connections from Meiringen to Oberwald and from Gstaad to Aigle and Sion. This committee is also analysing the commercial potential of other routes that could bring in a sensible improvement of public service in certain regions. Naturally, it co-operates with those bodies already working on these projects. The aim is to do everything possible to guarantee the continued existence of existing lines by promoting every possible source of additional traffic []

**PHOTOGRAPHING
THE ALBULA LINE**
by A.E.Hauser-Guber

This is a very rewarding suggestion since you will be able to shoot a large number of outstanding photographs in only a few hours of a beautiful morning or afternoon, preferably in September or October when the air is at its clearest. You will need a pair of sturdy shoes, good rain protection should the weather change and, ideally, an 80-200mm zoom lens - a 300 mm would be even better.

Board a RhB train stopping at Preda and alight there. Walk back towards Bergun/Bravogun for about 700 m until you reach the small hamlet of Naz, where you turn left and cross the young Albula River on a small bridge. Follow the signposted path in the general direction of Val Tschitta-Piz Ela-Tinizong-Savogin. The path is rather steep so take it slowly. After a further kilometer a small path deviates to the right. Follow this path above the tree line and, if possible, climb to the wooden cabin. You are now on Alp Fallo.

Now turn right and descend slowly and very carefully to the edge of the cliff which drops into the Albula Gorge. From here you have an outstanding view of almost the entire line between Bergun and Preda. Be certain to have ample film stock with you as the intensive traffic on this route will provide ample opportunity to take photographs of trains negotiating one of the most fascinating rail routes in Europe.

It is also a good spot for a picnic, you will hear the trains in ample to break off for photography. On your return, do not try to take a short cut, the cliff turns around in the forest and you could easily get into difficulties. Follow the same path []

Editor's Note. This is clearly one case where the effort of toting a tripod would be rewarding, hand-held shots with 200+ mm lenses aren't always free of camera shake. Our President has offered to lead a party if members are interested, but warns that there can be no guarantee the weather will be suitable on the chosen day. Contact Swiss Express in the first instance.