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bers do not have a P after them and in fact carry goods as required and according to the load available in addition to the passenger stock already allocated to each working); U = transfer/mixed gauge train(?); A = bus; Y = connecting works/engineering trains with the SBB(?).

I have been informed that the engine class used for each train is on a list on public view at Filisur station. Does anyone know if this is true and if so do they have the details to publish in the "Swiss Express"? It would also be useful if anyone has the official train formation sets and coach workings (including postal workings) - if in deed they exist. Does anyone have these or know where to get them?

## **From: Mark Fox - London**

### **re: Secrets of The RhB**

I recently made a 3 day jaunt of Swiss Railways free to meander at will and briefly free of family duties. This year I revisited my favourite RhB haunts and chanced upon a couple of discoveries I thought worth sharing with other SRS members. Whilst staying in Samedan I discovered that on Wednesdays at 4.30 throughout the Summer the RhB were conducting tours of the Samedan loco shed. Obviously the day and time will have to be checked in subsequent years, but the point is that I found out about this solely through the Tourist Office in the main square in Samedan. This was not publicised in RhB literature on the website, there was not even a poster at Samedan itself.

The tour was tremendous fun. The Samedan shed houses the Bernina crocodile awaiting restoration, an RhB crocodile, a Ge 4/6 and a steam G 4/5. The G 4/5 was not steamed up, but the RhB crocodile was obligingly shunted around the shed for us. The tour last around 90 minutes and there couldn't have been more than 20 of us. The tour, was of course, in German but that really didn't matter. We were allowed to clamber all over the locos, including the cabs. We were even allowed into an inspection pit under a rebuilt Ge 4/4'. The tour was completely free. We also saw a cement silo being swung off its base and other light restoration work being undertaken (the heavy work is all undertaken at Landquart these days). All well worth a detour.

That evening I caught a train down to Bergün to visit the Albula Model Railway Club layout housed in the town museum. This is a much better publicised affair, but still low key. The Club has its own website advertising times of opening, etc. This can be found at <[www.ozdoba.net/abc/abc-e.html](http://www.ozdoba.net/abc/abc-e.html)> and is available in English. Alternatively ring Rene Leuzinger on 41 81 420 5010 or write to him at Chesa Giassa, 7482 Bergün. The layout is a magnificent reconstruction of the stretch of the line from Bergün to Preda. It has taken eight members 10 years to construct. The summer evening meeting was a very friendly event. Again, there were no more than around 20/30 people there because it is rather off the beaten track albeit a wonderful way to spend an evening.

Now are there any other members out there who stumbled upon some hidden treasures this Summer that they would like to share for next year?.....

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

**Looking for:** anyone who has a Swiss layout and would be prepared to bring it to our 2001 Model Railway Exhibition on 2 and 3 June 2001, but any details would be gratefully received even if not available for 2001 - there is always the future! The exhibition is held at the East Anglian Railway Museum at Chappel Station, near Colchester. I can be contacted by post at 279 Bramford Lane, Ipswich, IP1 4EU, by phone on 07899 841039, by fax on 0870 1258315 or by e-mail at [rob.boyce@earm.co.uk](mailto:rob.boyce@earm.co.uk)

**Looking for:** Hag No. 187 Bodensee-Toggenburg Re4/4s Wittenbach/St Gallen/Degersheim/Watwill, must be in original green/cream with no horrible adverts overall or otherwise. Contact the editor at any of his addresses or telephone numbers on the contents page.

**Exchange/Barter:** N gauge Hobbytrain. I have a red Re6/6 'Balerna', but to fit with me preference for Suisse Romande would like to swap ( no money to change hands) like for like with 'Sonceboz-Sombeval' equivalent. My Balerna is 'mint' and little used, but would swap for a well used Sonceboz subject to inspection.

Tel: Gordon Wiseman. 0208 641 6497

# THE EDITOR HAS HIS SAY!

Once again I have been burning the midnight oil in an effort to get the magazine produced in time. I am not looking for sympathy but do enjoy it on the rare occasions I receive it. I have recently changed jobs again, voluntarily before anyone asks, and this has restricted the amount of time I have had to pound the keyboard. It may be that this edition will not appear until the second week in December, if so I apologise but that's it!

Another note/apology. The colour edition in June was originally intended to mark the 20th birthday of the Swiss Railways Society. I really did not make this clear at all in the excitement surrounding its' production. So, Happy Birthday SRS!

As always there are a few thanks to administer. One which I have conspicuously forgotten, ever since I took over the ~~poisoned chalice~~ mantle is Duncan McKay. He regularly sends me stuff from Switzerland which is invariably of use and I never say thanks. Thanks Duncan, much appreciated, keep in touch. Secondly to the various people who have responded to a number of urgent requests. You know who you are and thanks.

I have had many discussions with friends, colleagues and other members about the content in Swiss Express and about the general direction it should take in the future. Swiss Express has always attempted to be up to date but this is difficult in a quarterly magazine. The internet, and I fully accept that not everyone has access to it, has made instant information available to many. Those who don't have it probably have friends who do and they talk amongst themselves and get to know what is going on. Many of you take Eisenbahn Amateur, Loki or Today's Railways and appearing monthly as they do they are able to bring a topicality which Swiss Express cannot. The question is what to do?. I am clear in my own mind but I do want members and readers to air their views. The Chairman has indicated how and when colour will be introduced to the magazine but I would like to broaden the discussion to include how you would like Swiss Express to develop in the future. I believe that Swiss Express should present a wide mixture of articles as now but change the emphasis slightly in favour of reviewing and mirroring current developments rather than trying to report on them as they happen. Historical, general, modelling and travel articles and photographs will remain the mainstay of the magazine.

I recently made a visit to the World Travel Market and was surprised to find just how many participants on the Swiss stand had heard of and actually read Swiss Express. Alan Pike has always told me about this but to appreciate it at first hand was very pleasing. I had several conversations with staff from SBB, the BLS, the RhB, SGV in Luzern and Die Post. What stood out was the degree of co-operation and integration between all the participants. This of course translates eventually into the integrated transport system that we all know and love, the almost complete antithesis of what we have come to expect in the UK. I also recently paid a visit to a UK Rail exhibition and had a conversation with a Swiss company who manufacture a simple, widely used and effective warning device for trackside staff. In trying to introduce it to the UK they were a little taken aback to receive the safety case documentation from Railtrack, 3000 pages. They intend persevering but it does bring into perspective some of the current rail problems being faced by train manufacturers. So what point am I trying to make?. You will have read about the partnership between SBB and Laing in bidding for rail franchises, Nederlandse Spoorwegen are also involved in bidding with First Group and have a similar background in total integration. Not all in Europe is bad, as we know, let us hope that some of this rubs off in the UK and that integration starts to become a reality rather than a political pipedream.

Write in and let us know your views. In the meantime a very happy Christmas and prosperous New Year to you all.

PS. A big thank you to Matt Hagger who sent me the Jass rules following my request in the last SE



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