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SWISS RAILWAYS SOCIETY ANNUAL GENERAL MEETING 2014

Notice is hereby given that the Annual General Meeting of the Swiss Railways Society will be held in the Hallmark Hotel, Derby on Saturday 15th March 2014 and will start at 1430.

NOMINATIONS FOR OFFICERS

Nominations are invited for the following posts: **Chairman** (3 years), **Membership Secretary** (3 years), **one other elected member of the Management Committee** (3 years). Nomination Forms are available from the Secretary: David Stevenson, 3 Aldersey Road, Worcester, WR5 3BG or by email at <Secretary@SwissRailSoc.org.uk>

Completed forms must reach him by post or by hand, but not by email, no later than Saturday **1st March 2014**.

It is important to note that all nominees **AND** their proposers and seconders **MUST** have paid their subscriptions for 2014 **PRIOR** to signing the nomination form. Failure to do so will render the nomination form invalid. Members are advised that a list of nominees and a copy of any accompanying statement they may have made to support their nomination will be supplied by the Secretary on receipt of an application by post with an SAE or by email at the above addresses.

Any application for a postal vote must be accompanied by an SAE and will be sent out by post only to the named addressee who must be a member of the Society at the time of application. The application must reach the Secretary by **Saturday 8th March 2014**. Completed ballot papers must reach the Secretary no later than the start of the AGM meeting on **Saturday 15th March 2014**.

MOTIONS FOR THE AGM

Motions for the meeting, proposed and seconded by members who have paid their 2014 subscriptions, must reach the Secretary by **Saturday 15th February 2014**. This will ensure that they can be included on the Agenda together with any motions put forward by the Committee.

Swiss Railways Society Annual General Meeting and Spring Meet 2014

In the Garden, Edale, and Wyedale Rooms of the Hallmark Hotel, Midland Road, Derby

Saturday 15th March 2014 10:30 – 16:30 hrs

(Guests and friends are also welcome but a donation of £2 per person would be appreciated)

The event is organised by the East Midlands Branch with the support of the Management Committee.

Confirmed Sales Stands – Winco, Platform 5, Contikits, Hornby International, Gerald Savine Prints, Society Sales, N-Scale Ch, Bring and Buy Stall, Raffle.

Confirmed Layouts and Displays – Beckenwick (HOM) by Simon Ellis, Zweitesfeld (N) by Steve Tinsley, Switzerland on the Move (Z) by Chris Atkinson, Leventina by Axel Klozenbuecher and layouts by Dave Howsam and Alan Wardman.

Photographic Competition.

It is hoped to run various workshops during the day – more details later.

Annual General Meeting - 14.30 hrs

To be followed in the evening by a Dinner in the Wyedale and Garden Rooms at 19.00 for 19.30 hrs

MENU

Mushroom Soup with Truffle Oil *followed by* Poached Fillet of Scotch Salmon with a Saffron Cream Sauce.

Or Daube of Braised Beef on a Mustard Mash in a Red wine and Shallot Jus. Served with Seasonal Vegetables and New Potatoes
Mango and Passion Fruit Cheesecake served with Chantilly Cream

Freshly Brewed Filter Coffee with Swiss Chocolate (A vegetarian alternative is available but must be booked in advance)

It is planned to have an after dinner speaker and a quiz. The cost is £26.00 per person including service and VAT, but NOT wine.

Last date for booking is 1st March 2014. Late bookings may be available but please contact the organiser first.

Bookings to:

Glyn Jones, 13, Welland Close, Burton-on-Trent, Staffordshire DE15 0AG. Cheques should be made payable to *Swiss Railways Society*. Please enclose a s.a.e. for the return of your tickets and state your choice of main course.

HOTEL ACCOMMODATION

A special bed and full English breakfast rate of £55.00 per person for a single room, or £48.00 per person for a double or twin room per night is available. This reduces to £52 and £46.50 respectively if booked for both the Friday and Saturday nights. In addition a table d'hôte dinner will be available on Friday 14th March at a cost of £20 per person. This must be booked with the

Hotel a minimum of two weeks prior to the event and is also available to non-residents attending the Friday evening talk.

Bookings should be made direct with the hotel, but please ensure you mention the Swiss Railways Society AGM when making your booking.

The full address of the hotel is: The Hallmark Hotel, Midland Road, Derby DE1 2SQ. (Tel: 01332 345894)

JOIN US FOR THE WHOLE WEEKEND

The East Midlands Branch will be hosting their March meeting in Derby at the Hallmark Hotel on the Friday evening commencing at 20:00. The Speaker is Rob Morrey and the talk is entitled "1984 and all that"

Treasurer's notes.

We shall soon be coming to "Subs renewal" time and up till now subs have been payable by UK bank cheque, bank transfer (BACS) from a UK account, by debit or credit card via PayPal (no fee payable by the member) or by credit card (CC) via an arrangement with a third party who have processed the card payments for us, charging our members a 5% fee with a minimum of £1.

The third party no longer process the card payments themselves, but use a 'fourth' party to do the processing for them and this has raised serious data protection issues over which we have no control. In addition it takes up to 3-months for the SRS to receive the money from payments processed this way. We have looked at processing CC payments ourselves but the monthly costs would be prohibitive. As a result the committee has taken the decision that we can no longer accept credit cards to be processed via a third party. All credit and debit card payments should be via PayPal.

Therefore our preferred method of receiving payment is as follows:-

For members with a UK bank account,

1. By direct bank payment / BACS (quoting your membership number as the reference so that we can readily identify the payee) or

2. By credit or debit card Via PayPal (again quoting your membership number as the reference) or finally

3. By a cheque drawn on a UK bank, (with membership number written on the back, please)

For non UK bank account holders,

Payment via PayPal by credit or debit card (quoting your membership number as the reference so that we can readily identify the payee).

Full details of payment methods will be found on the subscription renewal form enclosed with this issue.

Malcolm Job, Treasurer, SRS

Date for your Diary

The 2014 AGM will be held on the 15th March 2014 at the Hallmark Hotel (formerly Midland Hotel), Derby. It is being organised by the East Midlands Branch on behalf of the management committee. More details are in the magazine. Any offers of layouts or displays should be sent to Glyn Jones – his contact details are in this magazine. Contributions towards expenses are available.

AGM Photographic Competition

A photographic competition will be held at the 2014 AGM. There will be three categories: Railways, Scenic and Humorous and members can enter a maximum of one photograph in each category.

Entries must be prints (mounted or un-mounted), with a maximum size of 10 inches by 8 inches and titled. All photographs must have been taken in Switzerland and the photographer's name should be written on the back of each print. Entries can be made on the day or in advance by post to Glyn Jones (address details are on the main AGM advert). Please include a stamped addressed envelope for the return of your photographs. There will be a small prize for the winner of each section and the winning photos will be published in 'Swiss Express'.

SRS Website & Society Web Forum

If you have access to the Internet have you had a look at our totally revamped Website yet? It is well worth a few minutes of your time. You can also access the SRS Web Forum through the website. The forum is exclusively for members and to gain access email:-

forum.admin@swissrailsoc.org.uk

From the Membership Secretary

With this copy of Swiss Express you will find your membership renewal form for 2014 (and if you want for 2015 also). You will have read the note from the Treasurer about ways to pay and the alterations for this year. I would be particularly grateful if members would complete the section asking for contact details. Where the society holds no details at all, it is impossible to contact members in the event of any query. Your details will be kept confidential and only used where necessary. Thank you in anticipation of your co-operation. If you have already paid for 2015, you should have already received your new membership card.

SRS at the 'Destinations' Travel Show

The Switzerland Travel Centre has a stand at the 'Destinations' Travel Show that is held annually at London's Earls Court exhibition centre. This year they have invited SRS committee member Glyn Jones to bring along his superb RhB-based HOm layout 'Maoja' to help publicise rail travel in Switzerland. The layout was a popular feature during Harrod's Swiss Month in 2011 and the management at the STC wish to repeat that success at the show that runs from the 6th to 9th February 2014. As in other years it is expected that readers of serious newspapers such as the 'Times' and 'Daily Telegraph' can get free admission to the exhibition through vouchers that will be available in these publications. Some travel organisations also offer tickets to their customers. Admission on the door is usually very expensive.

MEMBERS' LETTERS

From: Geoffrey Bryson - By Email.

Ernst Leutwiler's article TGV to the Cote d'Azur made me recall a trip from Genève to Golfe Juan just 52 years ago with my fiancée - now my wife. She was working in Genève and I in London and we planned a Riviera holiday together. I had read about Chemins de Fer de Provence (CFP) in Bryan Morgan's 1955 book "The End of the Line". We decided to make the trip from Switzerland to the Riviera using this route although we could have travelled quicker, and more expensively, via Lyon. Having made my way to Genève by air to join her on a September morning in 1961, we climbed the stairs at Genève-Cornavin Gare to the SNCF platforms for the 10.58 train to Grenoble. In the Customs Hall the Douaniers were opening everything to the dismay of the elegant crowd joining the 10.37 to Lyon for its onward connection to Paris. In those days there was only ONE through day train to Paris, which took about 7 hours! We stood with our cases on the bench holding our blue British passports. To the visible anger of the crowd the customs man just chalked our cases without opening them as we were obviously not part of the current Algerian problem, or likely to take a potshot at

President Charles de Gaulle! Our part of the 10.58 was a single Panoramic diesel railcar with an upstairs 1st Class, and our reserved 2nd Class seats in the small compartment at one end behind the driver with a forward view. Promptly away down the Rhone Valley and through Aix Les Bains and Chambéry we reached Grenoble at 13.16 where the ordinary railcar for Valence was detached. Our railcar reversed southwards and climbed among the spectacular scenery up to remote Col de la Croix Haute, with another reversal at St. Auban and a short run to Digne SNCF Gare, arriving promptly at 16.49 for our change of trains. A CFP metre-gauge Renault or Billiard railcar with trailers waited across the platform. Punctually at 17.00 we left for a run through the narrow Verdon valley, over viaducts and through the 3km watershed tunnel of Col Saint-Michel, into the Var gorges down to an arrival at Nice's impressive Gare du Sud at 20.10. Following a short walk to SNCF's Nice Ville station by chance we boarded the 20.20 Riviera-Genève (that was due at 08.20 at our starting point the next day) complete with Wagon-Lits coaches and couchettes, to be steam hauled along the coast to Golfe Juan. Returning to Genève later that month we left Nice Sud at 09.08, the railcars toiling up the Var Gorges where recently they have run 'Le Train des Pignes a Vapeur' over the 19 km between Annot and Puget-Theniers. We arrived at Digne at 12.18, and after a typically French delay whilst the rail men had their lunch, and we picnicked in the sunshine, we left at 13.18. As on the southbound trip we stretched legs several times by standing on the steps to the upper deck to look up through the Dome windows of the 1st Class, which again was not busy. We left Grenoble at 16.52 with the Valence railcar re-attached and arrived into Genève-Cornavin at 19.23. Fifty years on there are now TGVs that can do the trip in a fraction of the time, but the trip we took was a real railway adventure.

From: Paul Russenberger, London, SW14.

While I have my personal doubts about naming EMUs, s'Murmeli's article 'Naming Trains' in the June 2013 issue of 'Swiss Express' is most informative. However, I cannot agree with the author about the locomotive used on the CHF20 note to celebrate Arthur Honegger and suggest that it is almost certainly a 'Chapelon-Nord' Pacific of class 2-231E, of which 2-231E24 features in the 1949 film set to his music.

Firstly, there are too many spokes for either the B3/4 or Eb3/5. Secondly, the note depicts a 2-stage Westinghouse pump placed immediately above the right hand centre driving wheel. Both Swiss types had single-stage pumps located next to the smoke box according to pictures in 'SBB Dampflokomotiven' published by SBB. Examining the film, the locomotive used has the corresponding number

of driving wheel spokes to that on the note and the Westinghouse pump above the driving wheel bears at least a strong resemblance to that on the banknote - even down to the number and location of nuts. Interestingly, the film uses a journey from Paris Nord to Lille rather than Paris St Lazare to Le Havre. Was the Région Nord more co-operative to the filmmakers than the Ouest?

The Marmot responds

I knew that the historic film with the orchestral work had been made on the Nord, although Honegger's thoughts and loyalties were on the Le Havre line, but in film making that is not unusual. Most interesting is Paul's detailed analysis of the Chapelon 231 E class locomotive on the CHF20 note. I am sure he is right, and I had carelessly only limited my thought to the Swiss prototypes available to a modern graphic artist. However, his remarks open an entirely new window on the matter. This would mean that the artist had known, or been told, what the film circumstances (60 years or more ago) really were. That is a fascinating reflection. Somewhere a real expert was behind the scenes to advise. What remains is the consideration that the Class 500s are thoughtfully named and that SRS members will often have had a (CHF20) note to Honegger's memory in their pockets - and most never knew it.

From: Trevor Bond, Southwell, Nottinghamshire.

With reference to the serious issues regarding ticketing that have recently surfaced in Switzerland I would note that having used Swiss Passes for many years I find them invaluable and cannot understand why more visitors do not use them. For example on my recent holiday I flew into Genève where there were long queues for tickets at the station, but having purchased a Swiss Pass in advance I was able to board a train within minutes. The other advantage, as other users know, is that trips can be modified (using the Kursbuch) as one travels, due to problems, bad weather, etc. The other advantage is that there is a 50% discount on expensive mountain lines. I would urge my fellow SRS members to seriously consider purchasing a Swiss Pass. They may seem expensive when bought from the STC in London but they are actually very good value when compared with 'walk-up' Swiss fares. They also have the advantage of flexibility, convenience, and freedom that is worth far more than the cost of the pass.

MEMBER'S ADVERTISEMENT

For sale: BEMO HOm (all un-used): Glacier Express boxed set: £260; RhB Güterzug "Startset" £250; FO Panoramawagen £50. D+R Modell Bahn: RhB Aussichts wagen £25. IHC HO gauge 2-8-2 Loco Mikado £100.
ged@gtlavery.plus.com;
Tel: 01243 811270 (Chichester). Ged Lavery.

LATE NEWS FROM SWITZERLAND

The RhB's Chur-Arosa line, already closed this year for a month with a rock fall near Lüen, has again been closed by a renewed fall on October 16. Although damage to track and catenary was limited, there have been further falls and a week later the hillside above the line was still in motion. Repairs could not therefore be safely undertaken. The closure, therefore, at time of writing (late October) looks like being a long job. Substitute buses are operating, but the winter is now before us and comes early in those parts. Members travelling are warned to expect heavy delays. ☐