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## And finally... Mario Gavazzi notes how times change

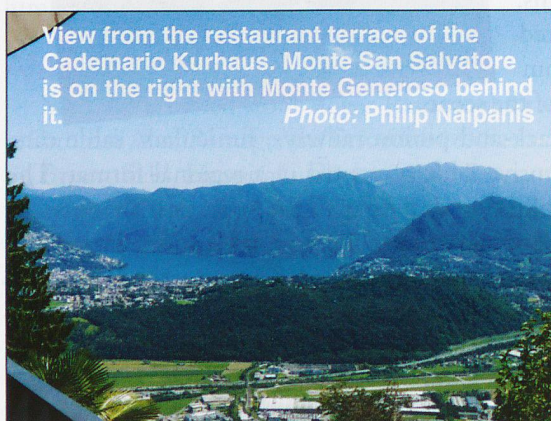
Today Swiss trains are no-go areas for those people who continue to smoke despite all the medical evidence that indicates its danger to health. Back in 1900, when this poster was produced, it was seen as a commonplace thing to do and Swiss tobacco companies even targeted specific groups of workers such as the railway employees in this advertisement. This is one of many on display at the “Tabak & Zigarren-Museum” at Menziken, Canton Aargau. Following the opening by Samuel Weber in 1838 of a cigar factory in the village, the tobacco manufacturing industry came to dominate communities in the Wynetal, the southernmost area of Aargau. As the SBB was not formed until 1902 the uniformed employee would have been in the uniform of one of the old private companies, although not the metre-gauge WSB (now the AAR) which did not reach Menziken until 1903. 




Swiss Express contributor Ron Smith is always on the lookout for all things Swiss, hence when in Ghana he spotted this Swiss-built Saurer truck that was inoperable at the back of the Tema (Ghana Health Board) garage. Judging by the model it was probably donated from Switzerland to the Health Board in the early 1980s. Ron was in West Africa at the culmination of a church-led project based in Scotland to raise money to equip a workshop to train vehicle mechanics to help keep useful vehicles like the Saurer on the road. After receiving tremendous help from the automotive industry a miracle occurred when the German Government donated €500,000 to construct the building and fund some essential kit. Hopefully the trainees managed to get the Saurer back in service. 

## Where's Heidi?

They are on Schynige Platte to celebrate the railways centenary in 1993. Ding Dong if you knew that. 



 **Swiss Tip:** One of the most luxurious and spectacular public transport interchanges in the world has to be the Kurhaus at Cademario, the interchange of three PostAuto routes to the west of Lugano. The bus stand itself is unremarkable, but cross the turning circle and make your way to the Kurhaus restaurant terrace in summer, or the bar, for spectacular views south and east over Lake Lugano and into northern Italy. The Kurhaus is higher than either Monte Bre or Monte San Salvatore. Of the three PostAuto services, the 422 takes a splendid switchback journey down to Bioggio on the Ferrovia Lugano–Ponte Tresa, or into Lugano itself via the main FFS/SBB station. In the uphill direction it passes through Migliegla for Monte Lema. Finally, don't be concerned if a bus appears to pull into the turning circle and appears to leave early! The driver is either returning the bus to, or taking a break at, the depot 400m lower down the hill. 