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Autor: Heath, Nigel
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EXCUSES FOR RAILWAY MODELLERS by Nigel Heath.

Many modellers, myself included, like to include a favourite locomotive on their lines, but find that for instance a GWR Castle on the Caledonian Railways looks odd. With this in mind I have been keeping an eye open for "foreigners" on Swiss Rails and the reasons why they are there. It is quite amazing how many oddities there are. For instance a Spanish Diesel hauling a train of Talgo stock into Geneva !



D.B. type 221 negotiating the Lotschberg-Nordrampe. Photo BLS.

Basically the excuses for running foreigners on Swiss Rails that I have found fall into the following headings:-

1. International through workings from say Germany to Italy
2. Cross-border workings proceeding no further than the first main station such as Buchs or Lausanne.
3. Preserved Locomotives such as a DB class 01 of which there are two or three in Switzerland.
4. Loaned Stock either for trials purposes such as the French Double Deck coaches or DB class 120's on the BLS, or to fill gaps in the motive power depts until new machines are built such as the DRG class E71 on local services.
5. Excursions such as the Glassernzug from Germany.
6. Secondhand stock such as Duewag trams at Geneva from Aachen.
7. Exhibitions such as the TGV at Lucerne.
8. Emergency precautions for instance when the BLS renewed their power station they borrowed some DB class 221 Bo-Bo diesels as emergency power in case their one remaining generator failed.

With a list like this and after the Talgo example, clearly virtually anything goes no matter how improbable. But of course these are the exceptions, not the rule and to see two of them together would be stretching imagination too far. One could however imagine a Franco-Crosti boilered steamer being hauled over the Gotthard en route to a museum in Germany. (If you could find or build a model of it!). Or perhaps one of the fascinating Gollsdorf Locomotives of Autrian class D120. But I personally prefer to limit the imagination to examples for which there is a genuine precedent. That is surely not too restricting.

The following tables are, of course, not complete, but do give a useful range of possibilities. Maybe you can add a few of your own.

System	Class	Type	Used	Model
DB	221	Bo-Bo Diesel	BLS Reserve Power against Power Supply failure	F
	120	Bo-Bo Electric Thyristor Control	BLS comparative trials on Lotschberg Route	L
	601	TEE EMU Vt11.5	Excursions from Germany	R
	01	4-6-2 Steam	Preservation at Bowil & Thun	V
	18	4-6-2 Steam	Preservation at Samstagern	N
	23	2-6-2 Steam	Preservation at Sulgern	N
	64	2-6-2T Steam	Preservation by Eurovapor on EBT	N
	99	0-10-OT	Preservation at Blonay-Chamby	N
	491	Glassernzug Railcar	Excursions from Germany	R
GDR	E71	Bo-Bo Electric	Leased for local services	R
SNCF	141R	2-8-2 Oil Fired Steam American Built (Lend-Lease)	Preservation	L J
	16000	Bo-Bo Electric Dual Voltage	Crossborder at Basel	L
	TGV	EMU 2/3 Voltage High Speed train	Crossborder to Geneva/Lausanne	L J
	TGV	" " "	Exhibition at VHS Lucerne	
	BB6500	Bo-Bo Electric	"	L
	BB22200	Bo-Bo Electric	"	L
OBB	4010	EMU	Cisalpin to Zurich	L
	1020	Co-Co Ex DR	Crossborder to Buchs	R
	1089	Be6/8 Crocodile	Exhibition at VHS Lucerne	R
	1110	Bo-Bo	Crossborder to Buchs	R
FS	E431	Ae4/6 3 Phase Electric 2 Wire Ex Vada Ligure	Exhibition at VHS Lucerne	N
	Aln663	DMU	Excursions	L
RENFE	?	Diesel Hauled Talgo	Crossborder to Geneva	N
BR	18000	Bo-Bo Gas Turbine	Pre-export trials	N

Model Codes: F. Fleishmann. L. Lima. J. Jouef. R. Roco. N. None. V. Various.

PROTOTYPE TRACK PLAN - Niederweningen

Niederweningen is a small SBB terminal station to be found at the end of a branch line originating from Oberglatt in north-east Switzerland (Table 461).

