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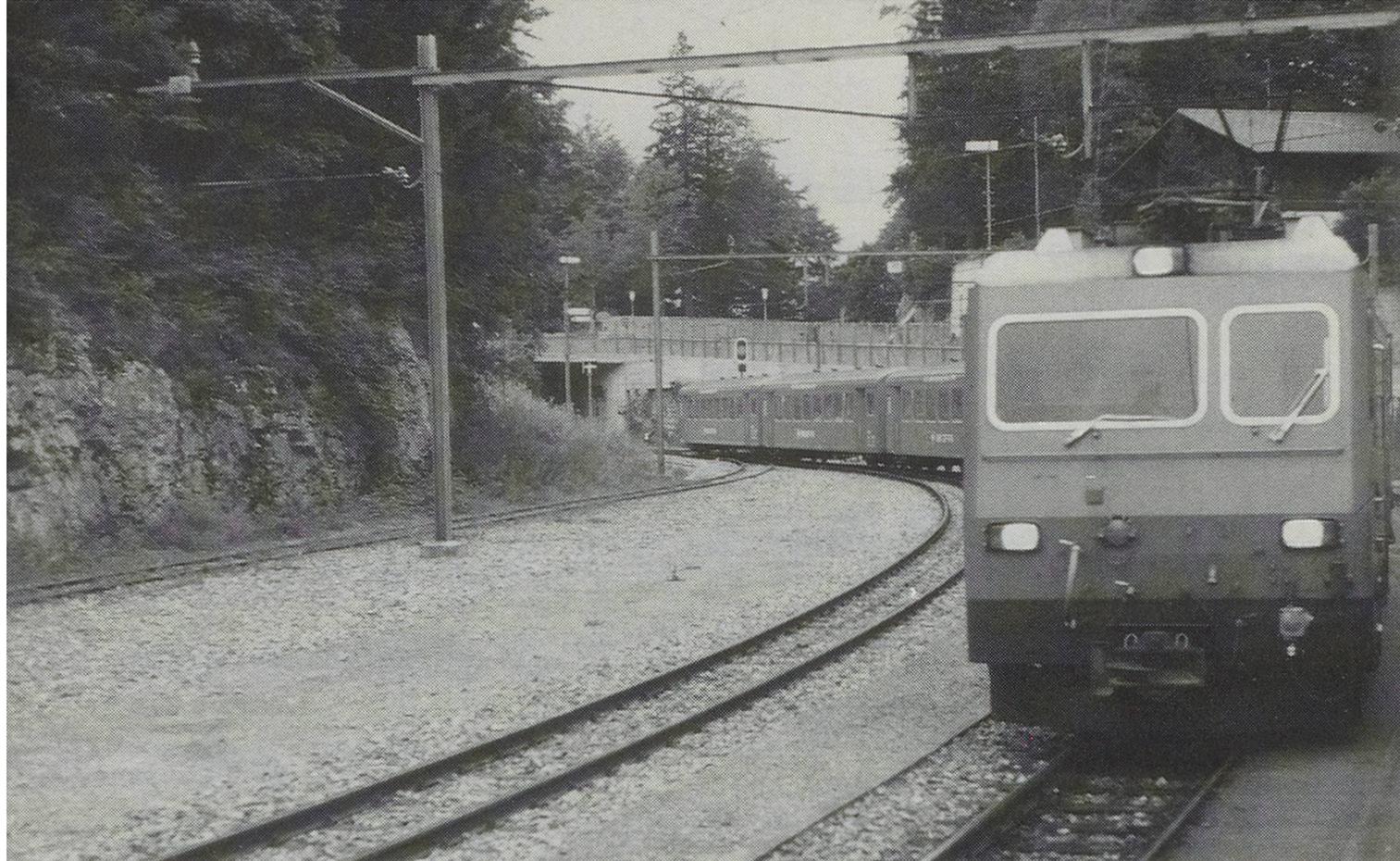
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Brunig HGe4/4" at Brunig-Hasliberg on 23.B.BB, taken from the Meiringen bound train hauled by the other HGe4/4"

Photo: Peter Kloss

two of the special conference MKIV coaches passed through and an Ae4/7 appeared hauling a freight.

We departed from Bern on time at 21.50. Only dozing en route to Basle, I managed to be sufficiently alert to watch the shunting of the overnight services there. We were detached from the rest of train 498 in the Swiss platform and drawn by an SBB shunter out to the north. We were then pushed back into the Swiss side to collect other couchettes/sleepers. Finally, we were drawn out to the north again, passing an SNCF BB20201 waiting to back down, and were propelled into the French side of the station. Meanwhile, another SBB shunter propelled BB15042 and a yellow French postal van onto the train for Paris Est. The shunter retreated and, a few minutes later, presumably after voltage changeover, 15042 departed. At 00.20, after our SNCF locomotive had coupled up, we departed for Luxembourg as train 298.

STEAM NEWS

The preserved Eb2/4 5469 (Built 1891 by Maschinenfabrik Esslingen for the Jura-Simplon Bahn) was in service over the Easter period on the Wutachtalbahn in Southern Germany. Transfer to and from Basel was made, via Koblenz, under its own power, with two B coaches. The question is, did it use the Rhine bridge between Koblenz and Waldshut (DB) over which only DB railbuses are permitted to work.

The Wutachtalbahn is the old German "strategic" line, built to enable the operation of military trains across Southern Germany. Closed for some years, part of it is now operated by Eurovapor with predominately Swiss stock. It boasts Germany's only true spiral as well as several spectacular bridges and must be unique in that its schedule does not appear in the national timetable of the country in which it is situated but features in the Swiss International Timetable, Table 3245.