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# EDITORS NOTEPAD

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**SBB** Two excellent leaflets have been issued by the SBB in connection with the Zürich S-Bahn. One gives details of the locomotives and rolling stock while the other provides a schematic map of the system, service intervals, ticketing etc. The leaflets are entitled "Das Roll-material" and "Vorwärtskommen im Halbstundentakt".

Trials have been conducted at Opfikon near Zürich of aluminium conductor bar in the place of overhead catenary. Now, a 1Km section has been installed in the Simplon tunnel. One of the main objectives is to gain 100mm of height so that 4 metre high lorries can be carried across Switzerland on transporter wagons. This will help to fight off pressure from EEC countries to relax the bar on Swiss roads to vehicles over 28 tonnes and will substantially improve rail revenues. It is understood that tests in November with trains running at speeds of up to 160Km.p.h. were successful.

From the beginning of 1989, the tracks at Zürich Hbf have been renumbered. The new underground SZU platforms are 1 and 2. Track 3 is the new platform at the Postbrücke side of the station. The train shed tracks 1-16 become 4-18 (the old platform-less track 9 is eliminated). Tracks 21-24 are the new station at Museumstrasse.

The 1989 Swiss timetable contains a Fridays only express from St. Gallen (dep. 15.35) to Chiasso (arr. 20.19), via Winterthur, Zü Flughafen, Oerlikon, Käferbergtunnel, Alstätten, Heitersberg, Wohlen. Non-stop Oerlikon to Bellinzona.

From 7th November for a month, the Brünig service between Giswil and Meiringen was replaced by buses to allow bridge renewal, strengthening work and overhead equipment attention.

On 21st October, a special train ran from Erstfeld to Flüelen. Formed of one light-steel first class coach, the highly unusual motive power was Xrotm 96. The occasion was a conference of SBB depotmasters at Erstfeld.

The aM 4/4 locos (ex D.B. V200) are, apparently, not well-liked by drivers. Despite the modifications done prior to delivery, the locos remain noisy and generate too many fumes.

The cancellation of one block gravel train between Hüntwangen and Birmensdorf because of a shortage of drivers, led to the transfer by the firm of the traffic to road for several weeks, according to the press. The shortage of drivers is likely to lead to a reduction in the number of extra passenger services run.

Re 4/4II (Class 420) 11113 (ex-Swiss Express) has been repainted red, but has retained the SBB signet at each end, unlike its sister 11112, which had them replaced with the standard Swiss crest on its repainting.

Re 4/4VI (Class 460) details:

Pressure - sealed plastic cabs with air conditioning.

No windows in entry doors.

Universal use on freight and express passenger services, the latter with tilt-body stock able to traverse the Gotthard at 104 Km/h instead of 80 Km/h.

Magnetic rail brakes.

Withdrawn. Ae 3/6 10656, 10676. De 4/4 1662, 1663, 1667, 1668.

NPZ deliveries had reached 2145 by the end of December.

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*Acknowledgements:* Railway Gazette International: Eisenbahn Amateur: Modern Tramway: SBB Magazine: Schweizer Eisenbahn Review: TT Revue.



**A.B.** Since 2nd December 1988, the Appenzeller Bahn and the St. Gallen - Gais - Appenzell - Altstätten Bahn are one company, the former having taken over the latter. The takeover is retrospective to 1st January 1988 (Yes, 1988).

**AOMC** The ex AOMC car now numbered 26.109 in the Stern und Hafferl lists has been transferred to the Voklamarkt to Attersee line in Austria. Ex AOMC car 26.108 has been destroyed in a fire.

**ASD** Good news! Proof that investment in new rolling stock is still financially sound comes with the news that this line increased its passenger traffic in 1987 by 16.8%.

**BOB** The sharply curving section of line between Interlaken Ost and Wilderswil, caused partly by the location of the airfield and the motorway, is to be re-aligned to permit 70 Km.p.h. running cutting no less than 7 minutes off the schedule to Lauterbrunnen and Grindelwald.

**Lausanne - Echallens - Bercher (LEB)** Visit the line this year before the street running of trains in the Avenue d' Echallens is put onto reserved track.

**Lugano - Ponte Tresa (FLP)** No. 4, built in 1952, has been rebuilt for postal work and reclassified Ze 4/4.

**NSt.CM (Nyon - La Cure)** Another line reports greatly increased usage following investment in new rolling stock. Like the ASD, it faced closure in recent years. Traffic statistics for 1987 show an increase of 20% in passengers to 553,617. The Canton and the communes must have benefited by not having to improve roads and also on road maintenance.

**MGN (Montreaux to Rochers de Naye)** A further Bhe 4/8 car has been ordered as part of the replacement programme for the 1938 built ABhe 2/4 cars.



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**KWO/MIB (Meiringen - Innertkirchen-Bahn)** BOB ABDeh 4/4 301 has been seen in July, August and October 1988 on scheduled services. It is possible that greater power is needed to handle the increased rollböcke traffic.

**MOB/BLS/SBB** The third rail from Zweisimmen to Interlaken Ost is coming nearer. At a recent meeting of Cantonal and railway representatives, a deputy Director of the BLS confirmed the technical feasibility of the scheme to achieve through running from Montreux to Luzern. It is understood that the Cantons of Vaud, Fribourg Bern, Obwald, Nidwald and Luzern are prepared to put up 53 of the 60 million Swiss francs that the scheme is expected to cost. The return is estimated to be 31 million Swiss francs gross per annum.

**SZU (Sihltalbahn)** The 1.6Km tunnel from Selnau to Zürich Hbf was completed on 30 October 1988. Services are due to commence on 27 May 1990, the same day as the opening of the S-Bahn network.

**VHS Luzern** An American steam 4-4-0, 'Reno' of the Virginia and Truckee Railroad built in 1872 has been displayed at the Luzern Transport Museum.

**BC (Blonay - Chamby)** Ge 4/4 No. 75 from the George Fischer AG at Schaffhausen has gone into service on the line. This double bogie, centre cab type of locomotive was less common in Switzerland than in other European countries. For some long time, it could be seen out of use on the CEV tracks at Vevey.

**BRB (Brien Rothorn Bahn)** It is understood that this line is examining the possibility of purchasing two new '0-4-2' steam locos to go into service in the railway's centenary year 1992. At a price of between 1.5 and 1.8 million S. Frs. they will weigh 15 tonnes in working order and be capable of handling 32 tonne trains. Running numbers would be 12 and 13.



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**Furka-Oberalp** HGe 4/4 101-103 are named 'Sitten', 'Altdorf' and 'Chur/Marcau da Cuera'. (So now you know the Romansch name).

**Chemin de fer de Jura (CJ)** It has been decided by the company to extend the metre gauge line from Glovelier to Delemont by 1995. Opponents of this scheme would like to see the line from the CFF at Glovelier to La Chaux de Fonds converted to standard gauge. So far as the section from Glovelier to Noirmont is concerned, this would be reconversion as this was originally constructed to the standard gauge.

**Lausanne** Various sources report that the light railway between the city centre and Renens is pressing on apace. Already there is talk of an extension to Morges at an extra cost of 50 million S.Frs.

**FART** ABe 8/8 Nos. 21 and 22 have been renamed 'Roma' and 'Ticino' respectively. Cars 1, 4 and 5 are said to be derelict at Domodossola.

The last service on the street and reserved track section between Ponte Brolla and Locarno FFS ran on 28 May 1988. The subway line to a terminus under the FFS goods yard is due to open on 30 November 1990. Will this now be the *lowest* railway line in Switzerland?

**BLT** Ex BLT cars 8 and 9 are now 23.109 and 23.110 on the Stern und Haffner Gmünden to Vorchdorf line in Austria.

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