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EDITORS NOTE PAD

S.B.B.

The opening of the electrified line from Schaffhausen to Singen took place on the 23rd September. The first train was hauled by S.B.B. Loco type Re4/4^{II} No.11395 running as pilot engine to D.B. loco No.E140 496. The S.B.B. loco was decorated in the front by German flags on either side of the Swiss Emblem. As the track on this section is wired to the Swiss standard zig zag of ± 20cms - D.B. zig zag is ± 40cms - no alterations were required to be made to the Swiss Loco pantograph.

To help the 12 D.B. drivers training on the S.B.B., locomotive Re4/4^{II}, a loco that has been converted to operate the St. Margrethen to Lindau sector was loaned to the D.B.. The locomotive was in service on the D.B. line from Singen to Villingen hauling 4 type Byg and 1 type BDyg coaches during August 14/15th.

What must be the train of the year ran on the 9th September 1989 from Rorschach to St. Gallen. The motive power weighing 1250 tonnes was: D.B. loco E120 134 piloting, D.B. V218 217, Ö.B.B. 1044 092, Ö.B.B. 1670 104, S.B.B. locos type Ae6/6 No.11418, Re6/6 No.11640, Re4/4^{II} No.11239, Bm6/6 No.18511, Ae4/7 No.10905, Ee6/6^{II} No.16812, Re4/4^{II} No.11230, Ae3/6^I No.10664 and RBDe4/4 No.2121.

A licence has been issued by FIAT to the Swiss companies SIG Neuhausen, Asea BBC Zürich, ACMV Vevey and SIG Pratteln for the construction of a Swiss version of the Pendolino set to operate on the S.B.B. 15kV AC and 3kV DC Italian supplies.

S.B.B. Locomotive Re4/4^{II} No.11197 which was badly damaged in an accident on the St. Margrethen/Lindau line in August, has been replaced by locomotive No.11195 which is also from the Zürich depot. One pantograph on the replacement loco has had the Swiss wiper replaced by one for use on the D.B./Ö.B.B. catenary.

Kreisdirektion I (Control District 1 Lausanne) have made the following decisions regarding the older locomotives operating in their area. Ae3/6^I. No more major overhauls (R2) to be carried out only R1. Ae4/7's (BBC and MFO versions) to be withdrawn from service at the rate of 2 per year from 1991. Ae4/7's (Sécheron version with multiple control) to be withdrawn from service, at the earliest in 10 - 12 years time. Re4/4^I's to be cascaded onto Parcel and Postal traffic after 1995. Traktors Ee3/3 (Shoes) Nos. 16313 - 16326, to be withdrawn from service after the year 2000. BDe4/4's to be withdrawn from service after 1995. Be4/6's to remain in service on department trains until 1995.

Freight handled by the S.B.B. for the year 1989 was over 50 million tonnes, with increases in transit traffic and the intermodel freight traffic.

Approval has been given for the doubling of the track between Rotkreuz and Ebikon near Luzern: The cost is SFr.144 million. Work is due to start very soon.

The designed maximum speed of the new Re4/4^{VI}, the first one of the 90 units ordered is due in 1991, is given as 230km/h at a power consumption of 6.1MW. By utilizing the latest self steering bogie designed by SLM, the locomotive will be able to achieve speeds of 104km/h on the 300 metre radius curves of the Gotthard line. EC trains of up to 800 tonnes will be hauled at 200km/h on the valley sections of the line.

To increase the capacity of the Gotthard line for 'Huckepack' traffic prior to the opening of the low level tunnel, the S.B.B. has approved the construction of new terminals near Basel and near Wohlen. The terminals will be able to handle the new 700 metre long trains, consisting of possibly two Re4/4^{VI}'s (plus an extra one for the ramps), a sleeper coach and 32 type Saadkms wagons, which are planned to boost the Gotthard capacity up to 360,000 vehicles per year. The extra 1200 low loading wagons are to be purchased by HUPAC.

On the 6th December 1989, the first sod of earth was turned in the construction of the new track for Bahn 2000 between Muttenz and Liestal. A third track is to be laid to link up with the new tunnel route into Olten.

Zürich Flughafen is to be fitted with a freight line connection. This will enable the present Swissair freight service from Milan to terminate in the airport instead of the road/rail terminal.

Due to the increased speed, effective 27.5.90, on the East-West [Genève to Brig] axis line, all Intercity trains must use coaches fitted with rail brakes.

With effect from 27.5.90 the Arlberg Express will stop in Zürich Altstetten and Zürich Enge instead of Zürich Hbf.

As part of the NEAT (Neuen Eisenbahn-Alpentransversalen) programme, work has started on the section Flüelen to Brunnen to fit new trackwork, block systems and protection galleries.

Orders have been placed for the supply of 100 type Schiebewandwagen (Sliding wall wagon) Hbbillns, 100 type Coilswagen (Steel coil carrier) Shimmns, 45 type Keiswagen (Gravel wagon) Xans for the construction department.

Wagon code. Hbbillns; H = Special construction, closed wagon. bb = length over 14 metres, i = sliding wall sides, ll = fitted with moveable internal partitions, n = load up to 30 tonnes and s = speed up to 100km/h.

Shimmns; S = Special construction flatwagon, h = Metal rolls, i = mobile covers with fixed fronts, mm = length over 15 metres, n = load up to 60 tonnes and s = speed up to 100km/h.

During its first season, the Zürich - Narbonne Motorail service carried 4,500 passengers and 1220 cars.

S.B.B. STOCK.

Delivered: Re4/4 Class 450, Nos.450 006 and 007, RBDe4/4 Nos.2159 - 2161.

Departures. Ae4/7 No.10968.

Kolibri names allocated are: 2151, Egerkingen; 2152, Dagmersellen; 2153, Boncourt-Delle; 2154, Küssnacht-am-Rigi; 2155, Saint-Blaise.

S.B.B. Brünig.

Stock Delivery. HGe4/4¹ Nos.101 961 and 962. Nos.963, 964 and 965 are being assembled in the mounting shops of ABB Oerlikon.

Talks are underway into the sale of two Triebwagens type Deh4/6 to the L.S.E. for operation on the Luzern to Engleberg line.

A proposal has been made to build a metre-gauge line from Meiringen via Innertkirchen to Oberwald. This would link the S.B.B. Brünig/L.S.E/B.O.B. lines with those of the B.V.Z./F.O./Rh.B..

S.B.B./S.N.C.F.

Consideration is being given to a plan to extend the proposed TGV-Est line beyond its planned terminus, and link it into the S.B.B. system at Basel. this would place Basel within 3 hours, and Zürich within 3 hours 45 minutes of Paris. Compared to a present city centre to city centre time of 4 hours by air.

S.B.B./ö.B.B.

A demonstration of the double floored coaches of the 'S' Bahn was given for the Ö.B.B.. The stock travelled on the 1. December via Romanshorn/Rorschach to Buchs.

S.B.B./F.S.

A 'Huckepack' terminal has been proposed for the southern side of the corridor planned for the Lötschberg. The terminal site is Iselle di Tresquera, subject to finance and approval by the two governments.

The overnight sleeper expresses numbered 385 {Stuttgart - Napoli}, 295 {Calais/Brussels - Rome} and 294 {Rome - Brussels/Calais} will no longer call at Como,

as they have been diverted, since September, to travel via the Monte Olimpino tunnel which exits on the southern boundary of Chiasso station.

L.S.E.

Plans for a 4km long tunnel to overcome the 24% gradient near Engleberg have been approved. The cost will be about SFr.60 million and will reduce the gradient to 12%. Through working with the S.B.B. will also take place.

B.L.S.

As the cost of shipping a car through the Lötschberg has been halved, the traffic flow is increasing by 10% per year. To cater for this demand new carriers are being installed on the route. Tracks at Kandersteg loading terminal are to be relaid to permit faster departure speeds, a third loading bay is to be built at Goppenstein. To avoid having to haul the carriers back to Bönigen for repair and service a workshop is being built in Kandersteg.

The piggyback road/rail service will be using the Lötschberg route for the first time in about two or three years. Tunnels on the B.L.S. main line will have one of the tracks removed and the foundation lowered and a new double track laid in its place. The double track will consist of a normally spaced track and one offset by 285mm towards the centre line. As this action will offset the rails with respect to the overhead catenary, special Re4/4 locomotives will be used that will be fitted with an offset pantograph arm.

E.B.T.

The section of line between Burgdorf Steinhof and Oberburg has been fitted with a second track which became operational on the 20. October 1989.

M.I.B.

A new station was built and opened for service on 8. December, called Meiringen Alpbach.

M.Th.B.

Locomotive drivers of this line were given training, during the period 22. to 27. November 1989, on the S.B.B. Locomotives of the type Ae6/6 and Re6/6. This is to help with the movement of military traffic.

M.O.B.

The 1990/92 rebuild plan for this line includes: The area of Zweisimmen is to be adapted for the carriage by 'Rollbock' of standard-gauge wagons. A new bridge at Kaltenbrunnen between Zweisimmen and Saanenmöser. Rebuild of Zweisimmen station. Order 4 type Ge4/4 locomotives for operation on 900 volts DC and 15kV 16.6Hz AC. Order 16 Rollbock sets.

The M.O.B. is represented on the committee that is currently discussing a proposal to build a connecting line from Gstaad to Sion on the S.B.B.. The metre-gauge line would require the boring of a 9.2km long tunnel under the Sanetsch mountain.

B.C.

The famous Blonay-Chamby museum line is to be renamed the Blonay - Chamby Tourist Railway.

F.O.

Corrosion, believed to be caused by electrolytic action and saltwater, dripping off the cars in winter, has been detected in the Basis tunnel between Realp and Oberwald, remedial work is currently being carried out at a cost of SFr.12 million.

The Ge4/4^{III} No.82 Uri has undergone wheelset maintenance at the Rh.B. workshops in Landquart, and has since returned to duty on the Autozug service of the basis tunnel.

Buses are being used on the section Göschenen to Andermatt, to allow essential work to be carried out in the Spränggi and Jostbach tunnels.

D.F.B.

The steam locomotive HG2/3 No.6 'Weisshorn' was towed by a F.O. HGe4/4^{II} to Disentis, from where it was taken by the Rh.B. to their workshops in Landquart. The steam loco has since been employed on special trains between Reichenau-Tamins and Disentis.

On the 29. November 1989, a 50 year Concession was granted to the company to operate a Railway Service over the old Furka Pass line to Realp.

L.E.B.

An application has been placed before the Federal Council, to allow an 800 metre long extension of the line from Chauderon to Flons. This would allow a connection to be made between the LO/TSOL/LEB.

S.O.B.

Work started in September, on the doubling of the track between Samstagern - Schindellegi.

The track section Samstagern to Biberbrugg will be converted to double track by 1992.

Ex S.B.B. tractor Te¹ No.53 is now working in the main workshops of the S.O.B.

V.H.B.

As part of the 100 year celebrations, ex D.B. steam locomotive No.64 518 was in service on 3. November hauling a special train running between Huttwil and Langenthal.

S.T.B.

Delivery of a tractor type Tm2/2 No.11 has taken place, for service as a marshalling locomotive based at Neuenegg. The diesel powered shunting locomotive was previously in service in Laupen (West Germany) as V260 106.

S.Z.U.

The new track in the tunnel section Zürich Hauptbahnhof to Zürich Selau, was closed on the 29th September. This was to enable inspection of the track to take place in preparation for the start of the S-Bahn service which takes place in 1990. The inspection was carried out by the S.B.B. track inspection coach hauled by tractor Em3/3 No.6.

B.L.T.

Tram type Be4/6 No.264 normally working the Basel to Pratteln section was seen slightly off route on the 6th September travelling to Rheinfelden. The Be4/6 was a guest at the opening of the new station built for guests of the Rheinfelden based Feldschlösschen Brewery company. The tram was mounted on a low loader wagon propelled by an S.B.B. diesel tractor.

B.T.

The six new passenger coaches type IV for the Luzern - Romanshorn service will be partly funded by the Canton St. Gallen government.

General.

The company Asea.B.B.C. (Swedish Asea and Swiss B.B.C.) has opened a new rolling stock assembly plant at Zürich Oerlikon. Tramont (Traction equipment Mounting plant) is capable of assembling and testing 30 locomotives and 200 EMU's per year.

A.B.B. Zürich has received a contract for the supply of the electrical equipment for 40 type Re6/6(?) locomotives to be used on the motorail trains of the Channel Tunnel service. The trains will measure 750 metres in length and will be powered by an Re6/6 at each end. Train weight will be 2,400 tonnes and the maximum speed will be 160km/h.

S-Bahn.

The board of the S.B.B. has approved a credit of SFr444 million for the expansion of the S-Bahn network. The work involves rebuilding of 18 stations in the area and new stations to be built at Schönenwerd and Katzenbach.

Plans for the triple current version of the Re4/4 type 450 locomotive for use in the Basel and Genève areas have been shelved for the time being. Under consideration is the use of ex DB Am4/4's working push-pull.

Sources. S.B.B. Magazin, S.B.B. Cargo, B.L.S. Panorama, TT Revue, Schweizer Eisenbahn Revue, Bahnhofblatt, Eisenbahn Amateur, Eisenbahn Zeitschrift and Press Releases.

Notes from the Society Sales Officer.

During the coming year I will be making enquiries into various items to be offered as sales items. If any member has any ideas along the lines of sales products they would like, please drop me a letter and if enough interest is shown in a particular item I will investigate the possibility of having it produced.

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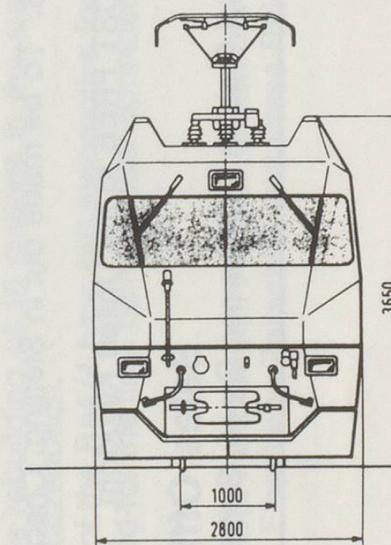
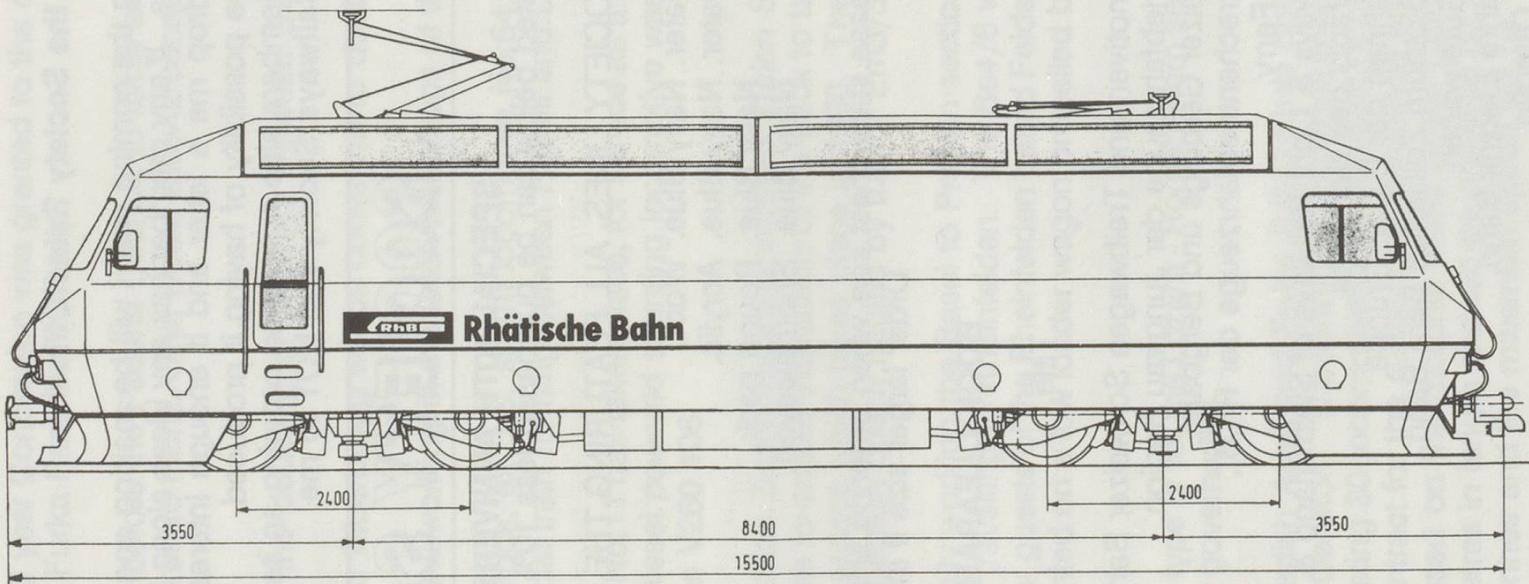
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