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NOTE PAD

Swiss Federal Railways (SBB/CFF) From 1 May a supplement became payable on TGV services between Lausanne-Vallorbe and Bern-Pontarlier for local services. The Vallorbe stop was withdrawn from 2 June.

The last diagrammed haulage of an express train by a class Ae4/7 ended with the new timetables on 2 June. Local trains between Winterthur and Romanshorn are no longer booked for Ae4/7 haulage.

Many local trains over the Gotthard route have been replaced by buses during the summer in order to create more pathways for freight. However, only a few evening Gotthard line locals between Bellinzona and Airolo were replaced by buses in June. The replacement of daytime locals between Brunnen and Bellinzona will not be implemented until 29 September.

From the end of January to the middle of March the overhead equipment on the Seetal line was replaced between Beinwil and Hochdorf. During this period, this section of line was closed during the day and passengers were conveyed by bus. Goods traffic was conveyed on a special freight between Emmenbrücke and Hochdorf, the first appearance of this traffic on this line for several years. Stock diagramming necessitated the use of the Beromünster push-pull set on the Beinwil-Lenzburg line. It was replaced by a Be4/6 railcar, running solo. The secretary reports that 1614 ground protestingly up the hill to Beromünster with a mail van in tow, but was somewhat quieter, albeit rougher, on the return journey to Beinwil.

In 1990 the SBB carried 266.1 million passengers (+2.4%) and 51.8 million tonnes of freight (+2.1%). Piggyback lorry traffic rose by 17.8% and unaccompanied Transit traffic by 26.1%.

The Geneva-La Plaine service was operated between 9-11 April by a train consisting of Ee3/3^{IV} No.16556 and Bm4/4 No.18408 at each end of an elderly Gklm van for luggage and 2 x L/S-B, one of which, No.50 85 27-37 500, is specially fitted with a pantograph to supply train heating. Maximum speed was 55 km/h.

As part of the 85th anniversary of the Simplon tunnel on 14 April A3/5 No.705 worked a special of 8 *Intraflug* vehicles Lausanne-Brig-St.Maurice. Ae3/6^{II} No.10264 then worked the train on to Lausanne from whence a more mundane Re4/4^{II} took over for the run to Zurich.

On 5 May a special consisting of 12 *Intraflug* vehicles was worked Zurich-Schaffhausen-Rorschach by Ce6/8^{II} No.14253, and from Rorschach-Sargans-Zurich by Ae3/6^I No.10700.

An express train No1537 Biel-Brugg-Zurich now uses the underground platforms at Zurich Hauptbahnhof, arriving at track 23 or 24 before departing empty to Rapperswil.

On 25 May the EuroCity Cisalpin was formed between Domodossola and Lausanne of an Re4/4^{II}, heavyweight D, A-L/S, 3 x B-L/S instead of the normal RABe unit.

Experimental runs to evaluate the practicability of banking trains on the Gotthard have been made between Chiasso-Airolo using 2 x Re4/4^{IV}, low-floor wagons, SBB and DB instrument coaches and Re6/6 No.11670.

The Swiss Way, the walk being created by the efforts of all Cantons as part of the commemoration of the 700th anniversary of the founding of the Confederation, has a section near Sisikon which passes alongside the Gotthard line, probably offering fresh photo opportunities.

The first EuroCity train between Berlin and Switzerland went into service on 2 June 1991.

The Ministry of Transport has approved the construction of the Adlertunnel line between Muttenz and Olten as part of the Bahn 2000 programme.

There is a project to double the track between Bad Ragaz and Landquart, including a new bridge across the Rhine, the new line will permit running at 140 km/h. The station at Maienfeld will become a halt.

Bern-Lotschberg-Simplon (BLS) Trials have been carried out on the Lotschberg route with a view to the banking of freight trains up to 1600 tonnes. The use of intermediate locomotives, as on the Gotthard, is made more difficult by the shunting necessary at Thun.

The financing of mixed gauge rail between Interlaken and Zweisimmen has run into difficulties. An idea has been put forward for a *Golden Pass AG* to finance it, an approach the BLS does not favour.

A football special brought a BLS Re4/4 to Leuk on 20 May, the working was Leuk-Brig-Bern and return.

For the new car-carrying services, the BLS has four BDt control trailers (50 63 82-33/942-945), four (un)loading wagons, four ramp wagons and twenty transporter wagons. Formation of the trains is intended to be: Loco, Re4/4-loading wagon-ramp wagon-transporter wagons (as required)-ramp wagon-loading wagon-BDt. The ramp wagons are required as the new transporter wagons have a floor height of only 650mm above rail level.

BLS shipping - *Genossenschaft Vaporama*, Thun, is advertising on sugar packets for contributions towards the cost of restoring the paddle steamer *Blunlisalp*.

On 18 June 1991, a test train of MkIV stock, hauled by an SBB Re4/4^{IV} was running between Spiez and Kandersteg. The purpose appeared to be the evaluation of several types of bogie and to assist, the DB test coach from Minden was in the train. Every coach was filled with wiring and electronic equipment and, because of the configuration of one of the bogie sets, one coach was connected to the rest of the train by a long pole, possibly adapted from those used by narrow gauge railways for handling standard gauge transporters. The set of bogies on the coach which was connected by the bar to the test train were probably *Neiko* or *Navigator* design by SIG, Neuhausen for tilting trains. There is also a combined *Neiko/Navigator*, externally similar to the *Neiko*.

Fourteen MkIV coaches coming into service are equipped with seats of the type introduced in the French *TGV Atlantique*.

Spiez-Frutigen locals are still (6/91) being maintained by railcars (See June 1991 *Swiss Express*)

Aigle-Olon-Monthey-Champery (AOMC) One proposal to improve the position of the AOMC is the provision of a triangle at Monthey, allowing direct running between Champery and Aigle.

Aigle Sepey Diablerets (ASD) This line is once again in peril, passenger traffic fell by 13% in 1990 and additional financial support seems unlikely. It is understood that the charming old station at Le Sepey is in a dangerous condition and is to be demolished and replaced by Portacabins.

Bodensee-Toggenburg (BT) The BT is adding a fourth coach to its six RABDe4/12 introduced in 1982 due to increased demand.

From 2 June 1991, direct services between Romanshorn and Lucerne have been operated by four sets of MkIV coaches, 1 SBB, 1 SOB and 2 BT. The SOB and BT sets were running with a BLS D in June. The BT has rebuilt four coaches (BD 511/2/5/6) into Bistro cars for service with these trains. They have 28 seats, a bar and an automatic vending machine. One is to be sold to the SOB.

Chemins de fer Fribourgeoise (GFM) Two standard gauge BLS type RBDe4/4 railcar sets, Nos.181/2 together with Bt Nos.381/2 are going into service

this summer on the Fribourg-Ins line. RABDe4/4 No.173 and Bt No.374 from the Val de Travers line will go into service on the Bulle to Romont section.

On the metre gauge, new BDe4/4 Nos.121 and 122 together with control trailers, all of the Nyon St.Cergue type, will go into service in 1992.

ABDe4/4 No.163 (standard gauge) and Be4.4 No. 132 (metre gauge) have been withdrawn.

Emmental Burgdorf Thun (EBT) All 1985 units observed in June had been strengthened to 3 cars by the insertion of a trailer second.

Ferrovie Autolinee Ticinesi (FART) The new tunnel and underground station at Locarno was opened on 17 September 1990, the trains following the replacement bus timetables up to 2 June 1991 when new, faster services were initiated.

Stabling at Locarno is now undertaken at the new underground station, works stock is kept in a new shed at Ponte Brolla (Maggiore) station.

Ferrovie Lugano-Ponte Tresa (FLP) This line has acquired FART Be4/8 No.42, replaced the cut-out insignia and renamed it *Tanaro*. It retains its old number.

Ferrovie Monte Generoso (FMG) Unadvertised services still operate to Capolago Lago. On 13 June the 15:15 ex Monte Generoso was extended to the lake to convey a party and to allow a following work train access to the shed. No connection however was provided from the boat.

Names (and crests) have been applied to the stock. Observed on 13 June were THm No.7 *Castel San Pietro*, Bhe4/8 No.12 *Mendrisio* and No.13 *Salorino*.

Gotthardbahn (GGB) SLM/ABB are to deliver three BDhe4/8 sets in 1993, similar to those for the Jungfraubahn.

Jungfraubahn (JB) Delivery of four new 3-phase BDhe4/4 railcars, fitted for multiple unit operation, is expected next year. With an 804Kw rating, they can tackle a 1 in 4 grade at 1 km/h.

Lausanne-Escherens-Bercher (LEB) Work is expected to begin on the tunnel to link the route to Lausanne Flon by 1995 and the isolation of this metre gauge line is to end.

Lucerne-Stans-Engleberg (LSE) The ex-Brunig Deh4/8 No.905 is being rebuilt as De4/4 No.121. Deh4/8 No.902 has been renumbered De4/4 No.121.

A 30 minute interval service is to be introduced between Lucerne and Stans.

Five aluminium bodies coaches are being delivered by Schindler/SIG.

Mittel-Thurgau-Bahn (MThB) On 8 May 1991 14 persons were injured when a head-on collision occurred at Lengwil between a southbound local train, formed of railcar ABDe4/4 No.12 and a northbound freight headed by Re4/4^{II} No.21. The accident was caused by the driver of the local train departing against the signal. To maintain freight services the MThB hired an Ae6/6 from the SBB. No such straightforward solution exists for passenger services, with railcars already stretched by an accident at a level crossing some months ago. However an Ae3/6^I has also been hired from the SBB, possibly to cover passenger services.

Oensingen-Balsthal-Bahn (OeBB) Acquisition of BLS ABDe4/8 Nos 743-745 (formerly 743/1/2) is planned.

The rebuilt tractor (Swiss Express 3/2) is classified TAe 5, the A referring to the first class seating installed on the platform, while the 5 refers to the number of people in the group.

Regionalverkehr Bern-Solothurn (RBS) The city's approval of the extension of Line G from Helvetiaplatz to the Hauptbahnhof is being challenged by referendum.

The new route between Zollikofen and Moosseedorf came into use on 15 June. In the autumn, the double track between Schonbühl and Urtenen and between Zollikofen and Moosseedorf will be in operation.

As part of the 75th Anniversary celebrations, the RBS has rebuilt, at the Solothurn and Worblaufen workshops, railcar BDe4/4 No.24 and coach B No.311 as CFe4/4 No.11 and C4 No.61, as nearly as possible to their original state. Resplendent in their dark green livery, they are running a number of special trips available to the public. The last this year is on 13 October and leaves Solothurn at 16:45.

The plans for this intensively operated rail system for the next five years will lead to a large increase in double track leading to a more frequent service and faster schedules.

From March 1992 the eight ABe4/8^{III} Nos.65-72, currently on order from SWA/SIG/ABB will begin to be delivered, followed in the Spring of 1993 by three very modern design low-floor entry sets, Nos.62-64. These will have a top speed of 90 km/h.

Two new diesel locomotives are planned for 1992/3 for working transporters carrying standard gauge wagons and for the mixed gauge section in the Zollikofen-Bern area. This will lead to the withdrawal of Gem4/4 Nos.121/122.

Three new locomotives (or powerful railcars) rated at 1000-1200 Kw are also being considered for freight work as well as hauling trains of the older passenger stock as required.

All this will surely lead to a fairly early withdrawal of a variety of interesting old stock, some of which dates back to 1924.

Rhatische Bahn (RhB) The recent order for six Ge4/4^{III} has been increased to nine. The additional locomotives are intended for car carrier trains through the Vereina Tunnel.

When this tunnel, the third longest in Europe, is completed, it will enable journey times between Chur and Scoul-Tarasp to be cut from 3 hours 10 minutes to 1 hour 30 minutes. Services are due to begin in 1999, and will include three car carrying trains an hour conveying 200 vehicles. A triangular junction with the Scoul line will be built near Susch.

The electronics of the pioneering Thyristor railcar Be4/4 No.511 series have reached their expiry date and will have to be replaced at a cost of SFr.500,000 per unit. This is the principal disadvantage of chopper control, the older electro mechanical control equipment has a longer life.

New coaches have been placed on order three first class full length, three second class full length and three first and six second class and one brake second short length coaches for use over the Bernina line.

The estimated costs for putting the Chur-Arosa line underground to reach the main station are rising. Now that the Chur-Arosa system is being standardised with the rest of the RhB, including the use of Ge4/4^I locomotives, it could be that the project might fail, especially as the RhB has shown no increase in passenger traffic in 1990. It is always possible that the City and Canton will put in the money to take the railway out of the streets.

Because of the impending change to AC traction on the Arosa line, the ABDe4/4 railcars, Nos 481-486 have been offered for sale. The latest ABe4/4 Nos.487-488 will remain in service, presumably on the Bernina.

Work is in progress at Chur station on what appears to be an underpass at the RhB end of the station, possibly to link with the projected underground Arosa line station.

D2 No.4029 has been converted into a bicycle van, its sides being covered with humorous cycling cartoons. Bemo have produced an accurate model of this vehicle. The rebuilt Ice-Hockey-Fan-Coach WR-S No.3820, with Calandabau advertisements, is being changed into a rolling alpine hut.

With a 1600 Kw mobile rectifier installation at Miralago, the current supply for the Bernina section has been improved. A further installation is planned for Bernina Hospice.

To improve power supplies from the Brusio generating station, it is intended to increase the height of Lago Bianco by 25 m instead of building the Palu reservoir, which has met considerable opposition. This will mean a realignment of the Bernina line where it skirts the artificial lake.

Pontresina depot has been enlarged to accommodate eight more railcars.

Traffic experience with the Bernina railcars ABe4/4 Nos.51-56 has been highly satisfactory. Their performance in 1990 was approximately 25% higher than the previous types.

Rheineck-Walzenhausenbahn (RhW) This 1.9 km long, 1.2 metre gauge rack line was closed for four months while the line's only railcar was being refurbished at the Landquart works of the RhB. It travelled there on a road low loader as the non-standard gauge wheels - that of the original funicular - could not be accommodated on a rail vehicle. The line is the steepest in Switzerland using light rack at 252%.

Sihlthal-Zurich-Uetliberg (SZU) After the first year of operation into the new station beneath the Hauptbahnhof, traffic on the Sihlthal line has increased by 67% and on to Uetliberg by not less than a staggering 187%! The line hopes to put four new Re4/4 450 class locos and six double deck coaches into service in 1993, whilst in 1992 the Uetliberg section will get eight new EMU sets.

Sudostbahn (SOB) Double track has been available between Samstergarten and Schindellegi since August 1991.

Waldenburgerbahn The line has provided 300 umbrellas for the use of passengers on wet days. They have a label asking for them to be returned when the sun shines again.

Yverdon-St.Créix (YStC) The line has rebuilt second class coaches 33 and 34, built in 1953, into Bt control trailers 53 and 54.

General

One the most famous chairlifts in Europe, if not the world, the Grindelwald-First chairlift is to close at the end of the Summer season. Two seater chairs carry passengers over a length of 4354m from the base station in Grindelwald to First, 1105m higher up the mountain, in 30 minutes, passing through four sections without having to change chairs. It is being replaced, on a similar alignment, by a gondelbahn, with 6-seater enclosed bubblecars, due to open in December 1991.

Vapeur Swiss Parc, an extensive miniature passenger carrying rail system using steam locos, has been set up between the CFF station and the harbour at Bouveret. It appears to be 7.5in gauge.

A society has been formed to help to restore the Dietschibergbahn vintage funicular line at Lucerne.

The Geneva tram system will be extended by 1.15km when the new double track between Plainpalais and Cornavin is completed in 1993.

SLM is supplying seven more HGm4/6 diesel rack locomotives to Indonesia for working the coal railway between Padang and Solok in Sumatra.

The society which operates the narrow gauge railway from the top of the Chatelard-Emosson funicular towards the Barbarine dam is to replace the monorail rack line, defunct for some years, with a Minifunic (sic) with two cabins.

As part of a railway museum being established at Stabio, a club is obtaining RhB ABDe4/4 No.454 from the Bellinzona-Mesoco section.

The CGN (Compagnie Générale de la Navigation sur le Léman) put into service on 30 July the new *Lausanne* - "the finest ship on the lakes of Europe". Built by Linz of Austria and fitted out at Ouchy, it cost SFr 13.5 million, and is 78m long with a beam of 13m and can carry 1500 passengers. Initially it was for hire only, but was in regular service during the peak periods of July and August. It is the first large vessel to be built for the lake since the *PS Helvetia* of 1926.

In 1990 1.7 million passengers were carried on Lac Léman, an increase of 5% on the previous year, whilst receipts were up by 3%. Expenditure was SFr. 16 millions against receipts of SFr. 15.2 millions, the deficit being covered by the Cantons of Vaud, Valais and Geneva.

Recently published 1990 statistics for the private railways suggest that recession has had a significant effect in Switzerland. The most significant decline is in freight traffic which cannot all be accounted for by a possible transfer to road haulage. Only two railways show increases for both passenger and freight traffic. One, the BAM, is up 13% for passengers and 18% for freight, but these figures may well reflect the military traffic which forms a large part of its business. The LSE is 3% up for passengers and 28% for freight. There are other spectacular figures for increases or decreases on other lines, but these are too small for the figures to have any statistical significance.

SBB STOCK NEWS

New locomotives delivered up to the end of August:
Re4/4 450 450.031-035

At the end of March, approval was given for the purchase of a further 45 class Re4/4 450 locomotives, to bring the total to the 95 necessary to operate the full Zurich S-Bahn service.

The Seetal line railcars RBe4/4 Nos.1401-1406 and control trailers DZt 954/956-958 have been fitted with spotlights.

Re4/4¹ No.11197 (see June Swiss Express) has now been fitted with the DB/OBB type pantograph from 11201. The locomotives suitable for working to and from Lindau are now once again a consecutive block, 11195-11120

Another Ae4/7, No.11014 has been repainted during an R2 overhaul.

For safety reasons the coupling protection covers of the RABe EC units have been painted red.

The rebuilt Brunig locomotives (Formerly Deh4/6) will be given their computerised numbers and become De4/4 100.903-914. This will have the effect that on the metre gauge locomotives with computerised numbers will be hauling coaches with normal numbers, the reverse of the standard gauge arrangements.

The organisation *Eisenbahnfreund Zurichsee rechtes Ufer* (Railway friends of the lake Zurich right bank), based in Meilen, have taken over the responsibility for care of preserved Ae3/6¹ No.10864. Temporarily the locomotive will be at Rapperswil depot.