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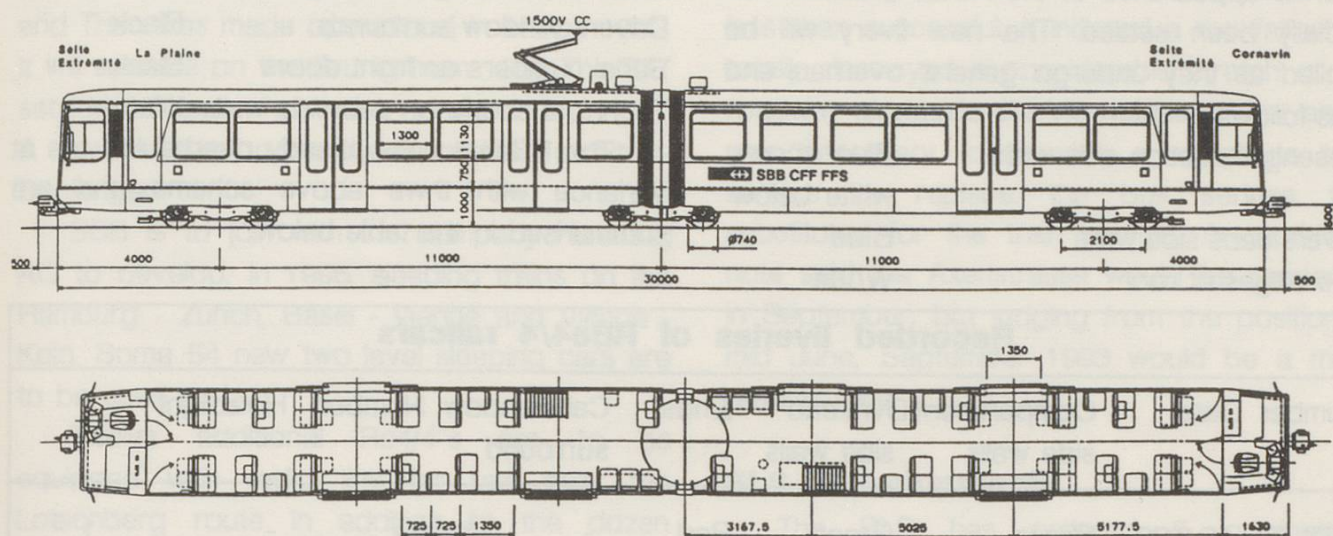
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## New Genève - La Plaine Stock



The SBB is to acquire five Bern 4/6 articulated railcars for use on the Genève - La Plaine services out of Cornavin, where special stock is required in order to run under the 1500V dc overhead wires. These sets are to be built by les Ateliers de Vevey (ACMV) and Asea Brown Boveri (ABB) and are due for delivery in 1994, when they will replace the present BD<sub>4/4</sub>" + Bt sets dating from 1956/7. The design is

based on the successful sets currently working on the TSOL and is also provided with a diesel engine to enable the stock to run, with lowered pantographs, under catenary carrying the standard Swiss ac traction power.

Each unit will weigh 42.5 T and will have a maximum speed of 100 km/h. It is expected that the new stock will permit acceleration of the Genève - La Plaine services.

## UIC Renumbering

The introduction of individual codes for Swiss standard gauge private railways has been applied in different levels depending upon the line.

The Südostbahn, which already used computer numbers, has changed the line code from 62 to 47 by painting out the old figure and applying new transfers and altering the check digit. All active non-powered stock now carries a computer number as is now the case on the EBT group. On these lines it appears that the old running number has been retained except for the driving trailers, which are now numbered from 900 upwards, with the last two digits

matching those of the associated motorcoach. It would seem that the ownership within the group can still be deduced from the rule referred to in *Swiss Express* Vol.3/2, June 1991, based on the coach number.

Other lines have been less enthusiastic. The Bodensee - Toggenburg has only renumbered its loose coaches, with the 4-car BLS-style EMUs retaining their old numbers. No renumbered vehicles were observed on the RVT. Reports on other lines would be appreciated.

Nick Freezer