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Miscellania

by Stephen Barnes

Voralpen Express

Formations on the Romanshorn - Luzern Voralpen Express service are not entirely random. Although the SOB/BT EW IVs seem to be pooled, the formation is always 3xB, 1xA + Bistro wagen. Only occasionally does an SBB EW IV B appear. Sometimes EW I/II of the SBB are added to strengthen the formation.

It is interesting to note that since the introduction of the air conditioned stock, utilisation of the BT's Re4/4s must have dropped considerably. They now have a two-hour layover in Luzern. A BT locomotive works the first service to Luzern and an SBB Re4/4 works back. The stock still has a rapid turnaround; arrive Luzern xx56, depart xx09.

NPZ Inner Coaches (Zweischenwagen)

As reported in SBB Magazin and LOKI, a number of these coaches are being fitted with air operated automatic doors. These are possibly driver operated since they are being used on routes where train conductors will not always be present. They are mainly operating west of Bern.

Numbers recorded include:

B5085 20-35-005

012

013

017

Note change of code from 20-33 and a new series 000....; the main series is 500....

Sensetbahn coach 50 37 20-35 502-6 was also seen so fitted.

LOKI reports that 24 x B and 10 x AB (EW II) are to be adapted initially.

Luzern local services

NPZ sets are no longer used on the Luzern - Arth Goldau - Gotthard local trains. These are now handled by Re4/4 or RBe4/4 *Pendelzug* formations.

Prototype for Everything department

Two colourful examples of push-pull working were recently observed.

Bern 26 August 1992; Re4/4 II H249 (TEE livery) coupled to AB, B, Bt in grey/blue livery; in other words, Re4/4 replacing RBe4/4.

Luzern 1 September 1992 Re4/4 II (red livery) B, AB, Dt with the B and AB in grey/blue NPZ livery.

Lötschberg

All inter modal trains over the Lötschberg are in the hands of Re6/6+Re4/4 II combinations.

Foreign Stock

A DB ICE set was seen in Zurich Hbf carriage sidings on 26 August 1992, power car 401 578 was observed.

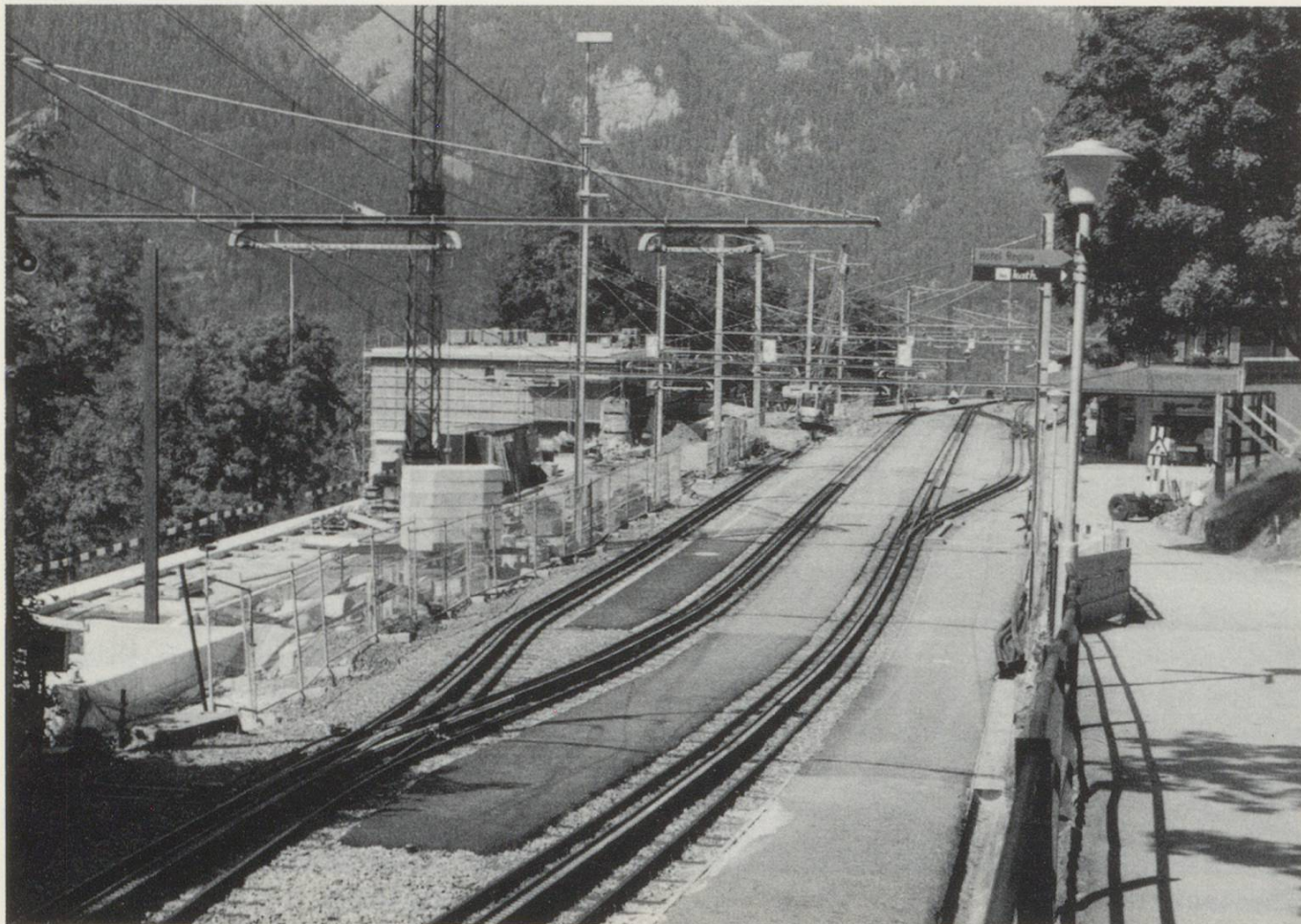
Unusual shunting

An unusual shunting manoeuvre was taking place at Biel/Bienne on 27 August 1992. The overhead power was switched off in the area to the south east of the station, affecting all eastbound trains. To bridge the gap, an Ee3/3 shunter, coupled to a 2-axle PTT van, was propelling trains forward as far as the power to the Ee3/3 would permit. The shunter then stopped and the train formation ran slowly across the station throat and onto the main lines until it came to a halt. The train locomotive's pantograph was then raised and the train proceeded as normal.

My train (11:30 to Basel via Delemont) and the one preceeding it was seen to receive this fly-shunting treatment.

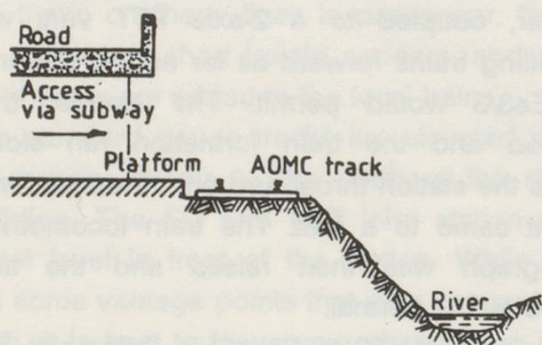
Champéry

The main station has been relocated and a new roadway and track realignment have taken place. The new terminus is integral with a major cable car station and a new station has been



Wengen (WAB) undergoing reconstruction

opened at Champéry Village (2min on timetable). This new station is basically under the eaves of the new village by-pass.



Centovalli

Considerable evidence of track renewal was to be seen on the Centovalli route, particularly on the Italian side. At one point a new alignment is being constructed with a tunnel and new cuttings to remove a large bend, presumably to avoid unstable ground. This is to the west of the frontier station.

Wengenalpbahn (WAB)

Wengen is undergoing major reconstruction, a photo is appended. New platforms and canopies are being installed at Lauterbrunnen (WAB).

Maloja on view

SRS member David Broomfield's HOm Maloja layout will be one of the 20 layouts on show at the Twickenham & District MRC's exhibition which will be held on Saturday February 27th (10:00 - 18:00) and Sunday 28th February

(10:00 - 17:30). The venue is the Richmond Adult and Community College, Parkshot, Richmond, Surrey, 2 minutes walk from the BR/LT station. Admission Adults 2.00, Children and OAP 1.00. The layouts cover five countries and 13 different gauges.