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# Notepad

## Swiss Federal Railways (SBB)

Re4/4<sup>I</sup> No.10002 emerged from Yverdon Works in January in a fresh coat of green paint.

Since January the four RABDe8/16 *Chiquita* units have been stored at Oberwinterthur, Etzwilen and Limmatal Yard. The Winterthur - Stein am Rhein service is now worked by Re4/4<sup>II</sup> pendelzug formations with relief on Tuesdays and Wednesdays by a BDe4/4 formation. The Ruti - Wald shuttle is now covered by a RABDe12/12 unit.

An experimental train identification system is being installed at Erstfeld. Transponders have been fitted to six Re4/4<sup>III</sup>, twelve EW IV coaches and 17 *Hupac* wagons.

Regionalzug 3006, the 05:20 Lausanne - Genève, is formed of a EW III Pendelzug formation with two A's declassified, prior to working train 1871 to Luzern.

EW I Self-service buffets 88-33 610-612 are being repainted into a violet/grey *Calanda Land* livery and renumbered 88-33 710-712 for the Minibuffet Basel - Chur service. Sister car 614 is to become the third *Chas Express* car 702.

To permit the renovation of Villnachern tunnel on the Bözenberg line, single line working is in operation between Villnachern station and a temporary crossover at Km 37.2 between Villnachern and Schinznach Dorf.

On 6 January 1993 *Voralpen Express* 2575 was observed at Wattwil running 60 minutes late behind an Ae4/7 instead of the scheduled Re4/4<sup>II</sup>.

In preparation for the May timetable, the RABe EC units are being fitted with DB Indusi equipment. Training on 25 Kv operation for the Frasné service is being undertaken in Alsace. For the Stuttgart service, DB drivers are being trained on the units between Singen and Villingen (Black Forest); they are also being trained over the same line on Re4/4<sup>II</sup>, Re6/6 and Ae6/6 in connection with the introduction of a direct goods train between Limmatal Yard and Kornwestheim Yard, Stuttgart. SBB locomotives will work as far as Singen.

From the May timetable the last Ae3/6<sup>I</sup> revenue diagrams cease. Five duties will

remain until the end of September at Bern and Olten depots for departmental duties.

Following two explosions in January, until the primary circuit breakers of the first and second series Re 450 class locomotives are replaced, the post compartment on the locomotives is out of use. This has led to the running of additional parcels trains:

- 09:15 Mülligen - Niederweningen (11:50 return) Monday - Saturday
- 09:20 Mülligen - Kloten - Winterthur Monday - Friday

The latter train is worked by an Re4/4<sup>I</sup>, a very rare sight in the Zürich area.

**Brunig Line:** The passenger stock is to be renumbered into the UIC series, commencing with the modified Pendelzug stock. Loco-hauled coaches will retain their current numbers, prefixed by 50 85 xx-05, except that the luggage vans lose the leading 1 and the postal vans acquire a leading 0. The new *Panorama* coaches are allocated 89-05 102/3, following on from the 1937 built Ls 101. The Aussichts-wagen are also classified 89. Pendelzug stock will be numbered 37-05 900-05 (Abt) and 28-05 500-16 (intermediate B).

The first Pendelzug formation started trials in mid-February between Meiringen and Inter-laken. Power was provided by De 110 005 (ex De4/4<sup>II</sup> 913) with ABT (37-05) 900. From the timetable change at the end of May, these pendelzugs will be diagrammed between Luzern and Giswil and a year later between Meiringen and Interlaken Ost.

## Bern-Lötschberg-Simplon Group (BLS)

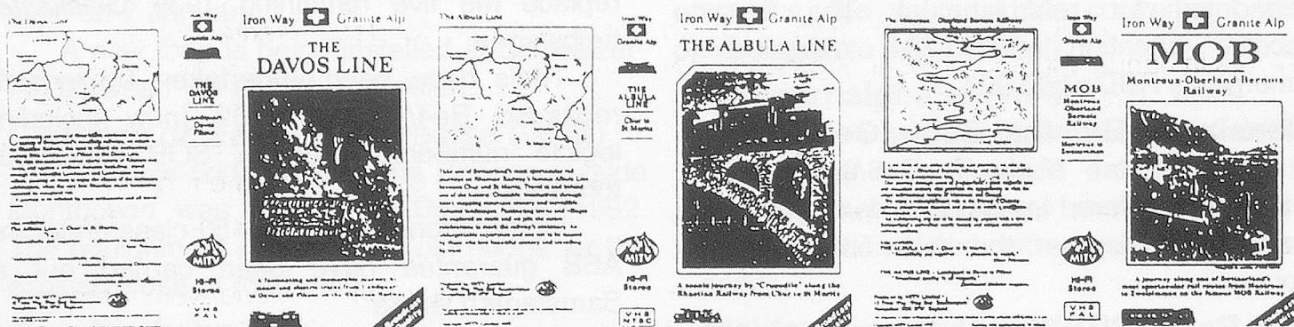
A new subsidiary company *BLS Alp Transit AG* is to be formed to manage the Lötschberg Baseline project, to separate it from the operational company.

The new Re 465 will be capable of multiple working with Ae4/4, Ae8/8 and Re4/4 classes as well as the SBB Re4/4<sup>II</sup> / III / IV and Re6/6.

Road training for drivers between Spiez and Basel Bad Bhf in February used a BLS Be4/4 *triebswagen*.

A third car loading ramp is to be built at Goppenstein.

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## Private Standard Gauge

### EBT Group (EBT)

The 1973/4 vintage RBD4/4<sup>I</sup> units are scheduled for refurbishment. The first to receive attention is No.224, expected to emerge as RBD4 566 224.

### Oensingen-Balsthal Bahn (OeBB)

The Seetal *Krokodil*, De6/6 No.15301, which has suffered transformer damage, will be overhauled this year, thanks to financial sponsoring.

### Rigi Bahn (RB)

Arth Rigi stock 11-14 and their associated driving trailers are going to Ramsier & Jenzer in Biel for refurbishment. The first pair (11/21) is in hand.

### Sihlthal-Zürich-Uetliberg-Bahn (SZU)

New Re4/4 No (456 0)42 has undergone trials on the SBB.

Be4/4 No.42 (ex-BT) has been renumbered 49.

The six double deck coaches delivered in 1992 are numbered B271-276.

The last of the eight new Be4/4 for the Uetliberg line (Nos 21-28) arrived in January 1993; introduction into service was planned for 27 February. Their arrival should allow the introduction of a ten minute interval service between Zürich Hbf and Treimli.

This will make use of the double track between Binz and Friesenberg, commissioned on 4 December 1992. This is proving useful for passing late-running trains as well as acceptance runs of the new stock.

## Südostbahn (SOB)

Following trials in December 1992, it is intended to acquire four SBB NPZ type units to replace the five remaining 1939 *Glaskasten* treibwagen.

Trials have been undertaken by recently repainted Re4/4<sup>IV</sup> No.10102 (now including legible numbers!) with an SOB Pendelzug formation.

Modifications to the Re 450 class under the ABB guarantee have been carried out at Samstagen works.

## Metre Gauge Matters

### Biel-Taufflen-Ins (BTI)

Finance is being sought for a Sfr.8m project to modernise Taufflen depot and works, install a new loop near Hagneck and purchase five new articulated cars.

Bt552 has gone to Ramsier & Jenzer in Biel for refurbishment.

### Chemins de fer du Jura (CJ)

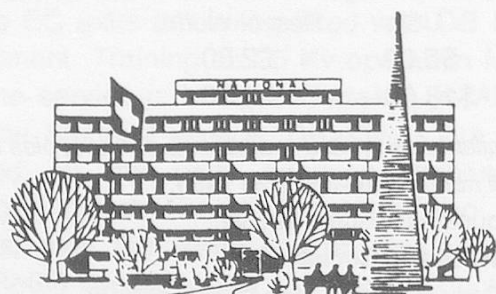
BBC BoBo *Krokodil* 4004 ex Ferrocarril Vascos (San Sebastian - Bilbao) was moved from Glovelier to the *Le Traction* site at Pre Pettitjean in January, using a standard gauge transporter wagon on a CJ *rollschemel* wagon.

### Forchbahn (FB)

The new Tram 2000 III cars Nos.51-58 should be delivered by the end of May.

### Ferrovie Lugano-Ponte Tresa (FLP)

A SFr. 20m scheme has been proposed to extend the line across the Tresa river to a new station in the Italian area of Ponte Tresa.



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### Frauenfeld-Wil (FW)

New Be4/4 Nos.16 and 17 arrived from Stadler in December. No.16 was named *Kufstein* on 7 January.

A new loop is being installed at Schweizerhof between Wil and Muenchwil.

### Chemins de Fer Fribourgeoise (GFM)

The new bridge across the Hongrin outside Montbovon was opened in December 1992. The realignment released the old bridge for the exclusive use of road traffic.

### Jungfraubahn (JB)

BDhe4/8 No.212 has been delivered.

### Lausanne-Echallens-Bercher (LEB)

The restored BDe4/4 (See *Swiss Express* 3/9) is No.21.

### Rhätische Bahn (RhB)

Gauging trials were carried out on the Arosa line during November with Ge4/4<sup>II</sup> and Ge6/6<sup>II</sup> locomotives.

Bernina Suot station is to be rebuilt to reduce the problems caused by its roadside location.

A loop is to be installed at Castrisch on the Oberland line just east of Ilanz.

The conversion of the Misox line to standard gauge has been costed at SFr. 40m. As the average daily loading is only one or two wagons, the value of the conversion seems debatable, to say the least!

### Wengernalpbahn (WAB)

The new loop at Rohr above Grindelwald Grund was commissioned on 19 December. Timetabled crossings are moved to the new loop, which is fitted with signals and electric points.

### Waldenburgerbahn (WB)

With the standardisation of rolling stock, the line has disposed of its old stock to Austria, this being despatched during December and January on ÖBB low-floor *Rollende Landstrasse* wagons. It now appears that the stock is going to a museum line at Mariazell, rather than the ÖBB line.

### Wyental-und-Suhrental Bahn (WSB)

The new low floor Be4/8 have been allocated the following names and crests:

28	<i>Kanton Aargau</i>
29	<i>Bezirk Aarau</i>
30	<i>Bezirk Kulm</i>



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- 31 *Schloss Leibegg*
- 32 *Schloss Schöttland*
- 33 *Schneggen Reinach*
- 34 *Teufenthal*

The name on No.34 was formerly carried by Be4/4 No.18, burnt out on 4 June 1989. Nos.28-30 commemorate local councils and Nos.31-33 tourist attractions.

### Steam Notes

**RBS** based E2/2 No.101 has gone to Meiningen Works for overhaul. Due to the unexpectedly heavy boiler repairs found necessary there will be no steam trips on the RBS this summer.

**Mittel-Thurgau-Bahn** Ec3/5 No.3 has gone to Pila Works (Poland) for overhaul.

**Schweizerische Centralbahn** Mallet Ed2 x 2/2 No.196 has been moved from Luzern Museum to Balsthal with the intention of restoring it to working order by 1997.

### Tram Topics

#### Bern Verkehrsbetrieb (BVB)

Crossbench trailer B2 1075, plinthed in a garden at Rodersdorf for the past three years, has gone to Klagenfurt (Austria) for renovation and then to join other Basel trams on the Worthersee museum tramway.

#### Ecomusee Museum Line

The Ecomusee in Ungersheim, Alsace has acquired Be4/4 Nos.30 and 38 (ex VBV, the second coming via the MOB) and BLT ABe4/4 No.7, B52/54 and X202.

#### Tramway Sud-Ost de Lausanne (TSOL)

With loadings of 8 million passengers a year, the TL board have proposed building an extra six Bem 4/6 to reduce the service interval from 10 to 7½ minutes as the line is presently running at near full capacity during the morning peak.

#### Verein Tram-Museum Zürich (TMZ)

The Peckham truck from the former Xe2/2 No.1930, originally placed under Limmatal Strassenbahn Bierwagen Ke 1 in 1900, transferred to Ce2/2 No.10 in 1901 and converted to a works car in 1920 is to go to the Grampian Transport Museum at Alford to go under the restored Cruden Bay Hotel (GNSR) tram there. The rest of the vehicle was broken up for spares by the TMZ group in 1992.

### General

Swiss motive power classification is moving away from the inclusion of the wheel arrangement. The development of a national standard gauge numbering system leads to the question of what is to be done with the metre gauge lines. There is certainly not enough capacity in the numbering scheme (see page xx) to provide a general system in the same series as the standard gauge classes.

**Mittelthurgau/Intraflug** As previously reported in *Swiss Express* 3/9, Reisebüro Mittelthurgau has bought the entire Europe-based ex-Intraflug fleet of 35 preserved coaches, as well as the former SBB RAe4/8 No.1021 (*Churchill Arrow*) as well as numerous bogies of various gauges. Of the 35 vehicles, 24 are fit for service; of these a formation of 15 saloon, restaurant and sleeping cars will be stationed in Russia, ready to start the proposed Moscow - Siberia - Baikal - Mongolia - Beijing service. The remaining coaches will remain in Western Europe to supplement existing operations. It is expected, in addition, that the coaches will also be used in *Nostalgia Trains* over the lines of the MThB and other routes in eastern Switzerland.

### SBB Stock Changes

New locomotives up to the end of January 1993:

Re4/4	450.054..058
Re4/4	460.001/007/010..013/027..034
Tm	235.
Em3/3	831.

Withdrawn:

Ae4/7	10931/10986
Te1	53
BDe4/4	1648

### Locomotive and Unit Names

#### Re 450

450.050 *Wien*

#### RBD4/4

2171	<i>Leuk</i>
2178	<i>Grand-Sacconnex/Genève Aéroport</i>
2179	<i>Moudon</i>
2180	<i>Palézieux</i>
2181	<i>Buswil</i>
2182	<i>Schüpfen</i>
2183	<i>Courtelay</i>

RBD4/4 2167 remains the only example of the class not named