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Notepad

Swiss Federal Railways (SBB)

The work of reconstruction at Morges affecting both the CFF and BAM is well under way.

Initial trials in some EC coaches of insulation made from pulped newspapers have proved promising, and if further trials are successful it will be adopted more widely.

The SBB made a loss of SFr. 126 million in 1992, despite an increase in revenue of 5.4%. Expenses rose by 7.8%. The main contribution to the loss came from a decline in the building industry.

Experimental catenary has been installed on the 11.5 km section of line between Martigny and Riddes to prove the design for subsequent high speed sections. The authorised speed is 230 km/h (143 mph). It is not clear whether 460 class hauled service trains will be authorised to travel at this speed.

Approval has been given by the Swiss Government to fund rolling stock provision through leasing agreements. The first, for 75 class 460 locomotives is being negotiated with an USA finance corporation.

The second track was commissioned in June between Landquart and a crossover at Rossriet, just south of Maienfeld station. Maienfeld station has been reduced to a single track, the semaphores have been removed and replaced by modern colour lights. The new alignment on the Rhein bridge is marked out by massive catenary masts, awaiting the necessary earthworks.

Work is well advanced on doubling the Brugg - Othmarsingen line, which links the Bötzbach line to the Aargau Sudbahn.

Since the timetable change, Erstfeld no longer has an allocation of Ae6/6 locos.

Ae6/6 11406, damaged in a collision at La Sarraz, is to be repaired at Yverdon because the normal repair works for the class, Bellinzona, already has several such repairs under way.

Re 4/4^{II} 11218 has been experimentally fitted with cab air conditioning. 11249 is the first of the surviving TEE-liveried locos of the class to go through works, at HW Yverdon. Release

was expected at the end of July, in red livery. The other four TEE locos are expected to be similarly treated during 1994/5.

The seasonal sleeping car and couchette train from Hamburg/Amsterdam to Chur is occasionally worked between Zürich and Chur by an Ae4/7.

The Saturday parcels trains 09.20 Zürich Mülligen - Winterthur and 14.45 Winterthur - Zürich HB, running in place of the use of the luggage compartments of the DPZ's, are usually worked by an Ae4/7, but also, on occasions, by an Ae3/6^I, RBe4/4 or Re4/4⁴⁶⁰.

The German ICE was used on public demonstration runs during April and May. On 23/24 April it ran Spiez - Biel - Neuchâtel - Bern - Brig - Spiez, on 8 May Luzern - Olten and on 15 May Winterthur - St.Gallen.

8 May saw train 8860 worked between Rorschach and Romanshorn by Ae3/6^I 10639 + 10650.

On the first and third Saturdays from March to May, the historic loco Ae3/6^I 10664 worked train 94069 Zürich Altstetten - Meilen - Rapperswil, returning light engine.

Since 6 May the VSOE (Venice - Simplon - Orient Express), which runs on Thursdays except in August, is routed via Düsseldorf, Köln, Zürich, Innsbruck and Brenner to Venice.

The DC articulated units for the Genève - La Plaine service will be designated Bem4/6 550.000 - 004. Delivery is scheduled for 1994. The new series of NPZs, to be delivered between 1993 and 1995 are to be designated RBD 560.100 - 141.

The NPZ's with swing-plug doors on the line between Winterthur and Stein am Rhein are experiencing door control problems, just as did the previously-used RABDe8/16, now all withdrawn.

The rebuilding of AB EW-II coaches as Kolibri intermediate coaches, and the withdrawal of the AB Ls vehicles, has caused the use of ABm RIC international coaches in some regional trains.

Because of a collision at Birrfeld, on 18 May, the "piggyback" freight trains were diverted via Zürich Altstetten - Thalwil - Zug -

Walchwil, bringing the unusual sight of freight trains to the line between Zug and Arth Goldau.

EC169 *Robert Stoltz*, the 11:20 Zürich - Graz, is diagrammed for Ae6/6 power from Zürich to Buchs.

The Buchs - Sargans local service reverses in Gleis 4 at Sargans and thence runs over the 1983 loop line to Trubbach. At weekends it is rostered for a single RBe4/4 unit.

Luzern based RBe4/4 units are largely *ersatz Kolibri* style sets, being formed with refurbished intermediate coaches. Olten works is now refurbishing loco-hauled EW I Bs; B 50 85 20-35 002-8, in blue/white livery with plug doors and ex-works 17/6/93, was formed in train 839 (17:01 Basel - Brig) on 18 June 1993.

Brünig Line

The SBB proposes to hive off the Brünig as it no longer fits into its business plan. Now, where have we heard that one before?

Bern-Lötschberg-Simplon Group (BLS)

The BLS has joined the SBB in charging 'what the market will bear' by assuming longer kilometrage than actuality for charging purposes. For example Brig - Thun is now charged at 121 km instead of the actual 116 km.

Anyone thinking of modelling Spiez station as it has been for many years must act fast to take a survey as the entire station is being remodelled for high speed running. This will mean the removal of compound leads; 120 new turnouts are involved and the siting of the catenary has been aided by photogrammetry. The old catenary is being supported by an ingenious system of long adjustable gantries as the new catenary is being installed.

The proposal to solve the problem of running lorry trains of standard height through the Lötschberg tunnels by gauntletting the double track has been dropped due to the disruption of the two-way flow of traffic. One of the lines will now be lowered and clearances widened to cope with this valuable traffic.

The BLS celebrated the centenary of the Thunerseebahn (Scherzligen - Darligen), 1 June 1893 by steam specials by ship and rail in June. In September and October there will be an exhibition in the *Heimat und Rebbaumuseum*, Spiez.

A new footpath is being opened at the end

of July 1993 between Mitholz and the Kander viaduct near Frutigen.

Bern-Neuenburg (BN)

Active consideration is being given for a light rail line from Bern to Bethlehem (No, this is not an international route!), using the existing tracks between Bern and Bumplitz Nord.

The Holligen depot is undergoing extensive reconstruction.

DS Blumisalp

The return to service of this splendid old ship has been a great success. In the 119 days of operation in 1992 no less than 128,000 passenger journeys were made.

Private Standard Gauge

Bodensee-Toggenberg (BT)

Tm 5 (Raco 2001/92) was in service in January 1993

EBT Group (EBT)

SMB steam locomotive Ec4/5 No.11, once plinthed at Oberdorf, has been returned from overhaul at the east German works at Meiningen.

After interior modification the 1973/74 built RBD4/4 sets (*Mirages*) are being returned to traffic with the new Re4/4 locomotive style large logo, new railcar style side livery and computer numbers. The first is understood to be the old 224, now 566.224-2.

Vereinigte Huttwil-Bahnen (VHB)

After twelve years, Ee3/3 No.151, ex SBB No.16323, is being replaced by a new 3 motor/3 axle locomotive with substantially increased rating over the ex-SBB locomotive at 663 kw. and with a maximum speed of 75 km/h.

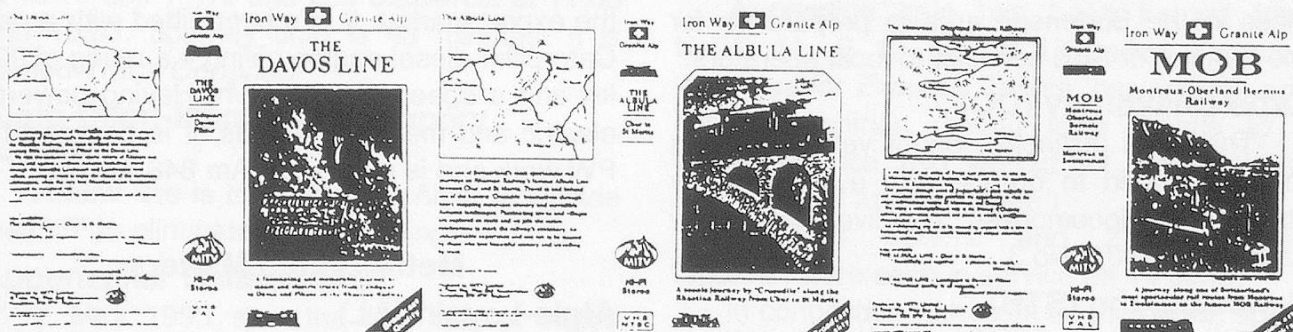
Chemins de Fer Fribourgeoise (GFM)

The new depot/workshop at Fribourg is now in use on the site of the old SBB roundhouse. The GFM depot at Fribourg Tivoli has been closed and the site will be used for a GFM bus depot.

Mittel-Thurgau-Bahn (MThB)

SBB Ae3/6^{II} No. 10641, which has been on hire, is wanted back by Rorschach depot because they no longer have one of this type. An Ae4/7 will be rented instead.

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Shows all railways, their owners and gauge + other useful information.

Back issues are now available from me. Some are in the original printed form but others are photocopies the same size as the original. Volume 1; 12 issues 1985-87: Volume 2; 12 issues 1988-90. Prices apply irrespective of whether the magazines are printed or photocopies and include postage. Air Mail where appropriate.

	UK	Europe	USA	Rest of World
1 Copy	£1.80	£2.50	\$5.00	£2.80
1 year (4 copies)	£6.50	£7.50	\$18.00	£8.80

At present only issues 2/7, 2/8, 2/9, 2/10, 2/11 and 2/12 are available as printed magazines. Photocopies only available for Vol.3 for 1992. 1993 editions will not be available until 1994.

All above are post free in the UK, other countries postage at cost.

Payment In sterling to the Swiss Railways Society.

USA members send orders via USA coordinator, Gary Hartman. Use \$2.50 to £1.00.

US postage sweaters etc. \$10.00, other small items \$5.00. All by surface mail.

UK Members should if possible include home telephone number when ordering.

SALES OFFICER

S.J.Crebbin, 10 Downes Green, Spital, Wirral, Merseyside L63 9LX

Ec3/5 No.3 has gone to the Polish works ZNTK for overhaul.

The MThB is conducting a pilot scheme in association with the SBB, rescheduling services in the Bodensee area in preparation for the transfer of SBB services to local operators.

Orbe-Chavornay (OC)

The line's distinctive bright yellow livery is to be changed to orange with a yellow body stripe on the locomotives. This livery is already carried by Em3/3 No.3.

Sensetalbahn (STB)

Buses have taken over the Laupen - Gummenen section, initially for a period of two years. As the overhead line equipment would cost SFr. 300,000 to renovate, it is expected that the electrical equipment will be dismantled. Freight will continue to be diesel hauled and the track will be good enough to continue to run steam specials.

Bti No.201 has been broken up.

Sihlthal-Zürich-Uetliberg-Bahn (SZU)

The introduction of the 10 minute service to Triemli would appear to stretch the line's capacity to its limit. A visit to Selnau on 25 June in the evening peak was reminiscent of Network South East; trains were late, missing or out of order. One major problem is that only one of the tracks through Selnau is equipped for dual voltage supply and thus the lines from Giesshübel to the Hauptbahnhof have to be worked as parallel single lines through the peak periods.

Südostbahn (SOB)

As announced in the President's Report, it is probable that the SOB will purchase the four SBB Re4/4^{IV}s. Trials of these locomotives have already taken place on the line; if purchased they will replace the two hired ex DB locomotives and the historic De4/4 locomotives Nos 21-2.

Pfaffikon SZ, where the SOB main line crosses the SBB Zürich - Chur route is a location where many conflicting moves have to be made. It is planned to rebuild the station in stages to minimise this problem. A second track will be installed for departures towards Rapperswil, then an underpass will be built under the SBB on the Freienbach side of the station.

The SOB has a bargain as well as an historic diesel locomotive. It has bought from the German Mainischen Eisenbahn the 1964 built Krupp/AEG prototype diesel intended for the export market. It has been fitted with a new Caterpillar diesel engine giving it a rating of 990 kw and a speed of 100 km/h. Having powerful electric and magnetic brakes, it is destined for PW work and is numbered Am 846 461-2.

Metre Gauge Matters

Aigle-Leysin (AL)

Following the doubling of the line between Leysin-Village and Leysin-Feyday, the original, less steep and almost straight roadbed will become a footpath. The halt at Versmont must have some of the steepest platforms in the world. It is situated on one of the most heavily graded sections and gives no concessions to passengers by any easing of the grade. The site of the former turntable at Leysin-Village can still be seen.

Firm proposals are being made for the extension of the line from Leysin (Grand Hotel) to the ski centre at La Berneuse.

Aigle-Sépey-Diablerets (ASD)

This troubled line suffered from the forces of nature when, in Easter week, 200 cubic metres of the mountainside swept away track and formation near Les Fontanelles. Officials of the railway believe that a claim may arise against water and forestry authorities because a conduit required by them was smaller than recommended by the railway. Buses drawn from the TPC group provided substitute services and a shuttle service of trains ran between Le Sépey and Les Diablerets. At the time this was being written it was not known whether the line had been reopened.

One of the effects of this was to curtail a special run on Sunday 18 April for members of the SVEA when a lounge car converted from an ex-BLT coach was inaugurated. It is unusual in that passengers are seated in two well-upholstered semi-circular settees. A bar is provided and the coach is fitted with public address equipment. The special train ran as far as it was able followed, to the surprise of many, by a special Aigle - Leysin train also containing members of the SVEA.

A historic train with bar car and music runs on Sundays until 19 September, leaving Aigle at 10:10 and 14:10 and Les Diablerets at 11:03 and 15:03. Journey time is 43 minutes. It is named *Trans Ormonan*.

Aigle-Ollon-Monthey-Champéry (AOMC)

A new line is to be built in Aigle alongside the CFF to eliminate street running.

Appenzeller Bahnen (AB)

2 May 1993 saw the last run of Xe2/3 No.17 ex-Altstätten-Gais before restoration by a private group. It was built in 1911 and has undergone several revisions. Its unmodified sister car, Altstätten-Gais No.3 is in the Verkershaus at Luzern.

Bex-Villars-Bretaye (BVB)

Separation of the rail from road traffic at Villars by constructing a tunnel is under consideration.

Biel-Taufflen-Ins (BTI)

A substantial investment of SFr. 55 million is planned for the period 1995- 2000, which will provide for five Be2/4 articulated units and a new depot.

Blonay-Chamby (BC)

Over Easter, the Blonay-Chamby's guest locomotive was FO HG3/4 No.4, which rejoined the BC's sister engine No.3 (branded BFD).

Bremgarten-Dietikon (BD)

It is confirmed that the street section in Dietikon is to be replaced by the year 2000 by a 2.2 Km tunnel which will terminate under the SBB station.

Brien Rothorn-Bahn (BRB)

A second track is to be provided at Brien station.

Forchbahn (FB)

The somewhat quaint and surprising terminus of this line at Esslingen, which is situated in what is now a busy road, will disappear. Work is in progress on a Sfr. 13 million terminal with park and ride facilities.

Furka-Oberalp Bahn (FO)

Panorama coaches 4021-30 (Breda/SIG) are identical with the BVZ versions except for a WC and train chief's compartment. Both versions were seen in service on the various

Glacier Express formations during June.

Jungfraubahn (JB)

A prestige train has been formed from He2/2 11, B 13 and B 17 called *Salonzug Ambassador Express*. Tables, bar and tea and coffee machines remain level thanks to a levelling device. (No, we did not see this in an April issue of any magazine!)

BDhe4/8 No.212 and 213, coupled together, were seen in service on 14 June.

In connection with work on the depot, spare stock was spread all around the open tracks at Kleine Scheidegg.

Lausanne-Echallens-Bercher (LEB)

BDe4/4 No.23, which suffered accident damage some years ago and has since languished at Bercher as a source of spares, is to be cut up.

Luzern-Stans-Engleberg (LSE)

If work on the 4 km line in tunnel to replace the rack section between Obermatt and Ghàrst goes ahead, services are planned to commence in 1997.

Martigny-Châtelard (MC)

As reported previously in *Swiss Express*, new rolling stock capable of operation over the whole of the combined MC/SNCF route between Martigny through Chamonix to St.Gervais was to be provided, with the MC paying for two ABDe4/4 and two Bt, plus the cost of rack fitting to the four sets to be owned by the SNCF, since there is no rack on the SNCF section. Two other sets were to be paid for by the Cantons along the line. The new equipment would herald a new era with the establishment of the *Metro des Alpes*.

Since the Autumn of 1991, ACMV, SLM and ABB have been waiting for the contract to be signed. It is not clear why there is a delay, but it is believed to stem from indecision in the SNCF about the TGV terminal, whether it is to be at St.Gervais or Evian. On the Swiss side, all is ready to proceed but in addition to internal problems on the SNCF, there appears to be less political will than hitherto in the cantons to go ahead.

Montreux-Oberland-Bernoise (MOB)

Be4/4 No.1005, (ex VBW) dating from 1948, is for sale.

Nyon-St.Cergue-Morez (NStCM)

The NStCM has bought BDe4/4 No.22 from the LEB for reserve use and permanent way work. Old ABDe4/4 No.10 has gone to the museum line at La Mure, France, and No.11 is also believed to be joining it there.

Rhätische Bahn (RhB)

During 1993/94 the Schmalztobel stone arch bridge on the Chur - Arosa line below Luen is to be replaced with a new 57 m long steel bridge with a concrete deck.

FO owned HGe4/4 No.37 is still being used on RhB freight services and was seen heading towards Landquart on the afternoon of 23 June.

Gem4/4 No.802 was seen at the head of a Scuol bound freight train at Zernez on 22 June.

Schynige-Platte-Bahn (SPB)

SPB He2/2 No.16 has been repainted in an overall bright red livery.

The line's centenary, 14 June 1993, was unmarked by any ceremony. Although the weather was indifferent, visibility from the summit of the line was reasonable, but the canvas kiosk provided to cater for the visitors was unmanned in the morning.

WAB/SPB showcard at Wilderswil, boasting of 200 years service! Photo. C.J.Freezer



The joint Centenary posters and placards for the WB/SPB anniversary speak of 200 years of service. Some mighty odd arithmetic has been employed here, it's the first time we've found that centenaries could be added together. One lives and learns.

Trogenerbahn (TB)

Another blow to rail freight. Gk 32, Ek 46 and Ek 51 have been broken up.

Waldenburgerbahn (WB)

It is confirmed that the BDe4/4 Nos.1-3 are for service with the Museumbahn Mariazell-Erlaufseebut on the ÖBB stretch from Mariazell to Gusswerk, closed by the ÖBB in 1988. Other rolling stock to go there from the WB are BD No.11, B 45-47, DZ 70 and G 203/4/11.

Wengernalpbahn (WAB)

Brown liveried He2/2 from the Schynige-Platte-Bahn (SPB) has been exchanged with WAB He2/2 No.61 for the season. Both engines carry Centenary stickers of their adopted lines; while the SPB emblem is of a red/cream He2/2 and two coach train, WAB trains, almost inevitably, are blazoned with a Knorr Soup twin-unit train.

With the completion of work at Wengen, the broken connection with the original steeply graded route from Lauterbrunnen has been re-established.

Tram Topics

Bern

Works car 504, built in 1908, has been withdrawn.

Be4/8 No.43 is now compatible for operation in multiple with Abe/8 Nos 65-72 and Be4/8 Nos.62-64. The power cars can now be run in multiple and in due course all the Be4/8 Nos 41-61 will be so fitted

Zürich

The centre section of a SIG/Schindler Cobra low-floor tram is on trial in an old Bern 4-axle Muni, No.401. (Drawing in Swiss Express 3/10) About 140 trams are due for replacement by the year 2000 and the BVZ is considering an order for 17 sets for delivery in 1996.

The articulated 1960-built Be6/6 No.1802 has been modified as a restaurant tram and

was running, in conjunction with open top trailer 1971 (converted from a standard trailer) in "Japanese" livery as the *Sushi Line* and was running in connection with a Japanese exhibition being held at Belvedere, Zürich during June and July.

Problems on the afternoon of 16 June led to the diversion of Route 4 trams (Tiefenbrunnen - Werdholzi) along the Bahnhofstrasse instead of the Limmatquai, causing some confusion. The spare tram (Be6/6 No.1801 + Bt No.801) was called out for use on Route 15, normally worked by single Be4/6s.

Steam Services

DVZO Steam

There is still time this year to ride behind steam power from Bauma to Hinwil.

19 September and 3 October

Bauma	dep	09:30	10:30	13:30	14:30	15:30
Hinwil	arr	10:10	11:10	14:10	15:10	16:10
Hinwil	dep	10:30	11:30	14:30	15:30	16:30
Bauma	arr	11:10	12:10	15:10	16:10	17:10

17 October

Bauma	dep	09:30	13:30	15:30
Hinwil	arr	10:10	14:10	16:10
Hinwil	dep	10:30	14:30	16:30
Bauma	arr	11:10	15:10	17:10

When the two-train service is in operation, it is possible to make a short round trip by changing trains at the passing station of Bäretswil.

Classic-Rail

Classic-Rail is running specials using SBB Eb3/5 No.5819 over the old Hauenstein line to Sissach throughout the summer. The last two workings are on 12 and 16 September.

Oensingen-Balsthal Bahn (OeBB)

The ex-SCB steam locomotive Ed2 x 2/2 No.196, which was built by Maffei in 1893 was to go on trials under steam in May, after restoration. It ran as SBB No.7696 from 1902 to its withdrawal in 1958 and thereafter spent much of its time in the Verkershäus in Luzern.

Vapeur Val-de-Travers (VVT)

The growing Val de Travers group has obtained an ex-DB Köf from the defunct Oswald Steam Centre.

Ex-SBB E3/3 No.8511, from Genève Gas-



RhB Gem4/4 No. 802 *Murmeltier* on freight train at Zerneß, 22 June 1993. Photo C.J.Freezer

works is undergoing repairs to its wheelsets at Yverdon works.

Steam services will run between St.Sulpice and Travers during the weekends 11/12 September and 9/10 October.

Burgdorf-Thun (EBT)

Steam haulage between Huttwil and Ramsei will take place on 12 September. Departures from Huttwil are at 09:20, 13:20 and 16:20 and from Ramsei at 10:45, 14:45 and 17:45.

Swiss Vapeur Parc Le Bouveret

This multi-gauge miniature steam location is open weekday afternoons from 13:00 and for 10:00 at weekends until 26 September. From then until 31 October it is open on Wednesday afternoons and weekends only.

Eurovapor - Wutachal

1993 will see ex-DB 50.2988 and ex-ÖBB 93.1378 and 93.1394 at work.

General

VIA

The new magazine *Via* replacing the *SBB Magazin* can be found at most main stations. Angled more toward the general public, it is less informative than the old magazine on what the railways are doing. It even carries features about cities in other countries. It can be bought on subscription for SFr. 10 (plus, it is assumed, postage to overseas subscribers).

Preservation

La Traction SA, which is building a preservation line near Delémont, has sent one of its Portuguese acquisitions, CP E 206, to the ex-DR works at Meiningen. Another, E164, can be seen from the CFF line at the von Roll plant just outside Delémont.

Oswald Steam Centre

A report in the LCGB Bulletin confirms that the centre at Samstergern has been closed.

Invidious comparison

An interesting comparison is revealed by the *International Railway Journal* review of capital investment in 1992. British Rail, with 16,600 track km was due to invest £1,680,000 and the SBB with only 2,973 track km SFr. 2,174,700,000, which is approximately one billion pounds at current exchange rates. The SBB expect to import only 6 to 7% of the material. BR kept silent. (I suggest that 40% would be about right. AJP)

Pins

Attractive and good quality pins are being sold by the TPC, one for each of the constituent railways, Aigle-Leysin (AL), Aigle-Sépey-Diablerets (ASD), Aigle-Ollon-Monthey-Champéry (AOMC) and Bex-Villars-Bretaye (BVB), at SFr. 6 each or Sfr. 22 the set. Write or phone: TPC, Rue de la Gare 38, CH 1860 Aigle, Switzerland, tel (025) 26 16 35.

A Taste of Quality

The SNTG has produced a superb 30 pp colour brochure including a pull-out travel tips section. If you attend one of the shows at which the Society is represented you may be able to pick up a copy on request.

Rail Europe Senior (RES)

Holders of the RES pass are advised that it is no longer valid for reduced rate travel *within*

Switzerland (or within other countries), but is only valid for journeys *to* destinations in Switzerland.

Industry

ACMV (VeVeY) has been sold to a Netherlands group, Begermann. Another company to pass under the control of the Dutch is Ramsier + Jenzer of Biel, now a subsidiary of United Bus BV.

Schindler/SIG are co-operating in a system of building a wide range of metre gauge coaches of various designs from standard sections which can be assembled to meet almost any requirement. Three coaches of the *Design Packet 90* are in service on the RhB. A comprehensive article appears in *Schweizer Eisenbahn Revue* 6/93.

1993/4 Kursbuch

Some timetable changes in the 1993/94 Kursbuch are;

Montreux-Oberland-Bernoise (MOB)

The *Super Panoramic Express* has been renamed *Crystal Panoramic Express*.

This marks the introduction of the new Pininfarina-designed Breda-built stock on this service. Although the coaches are new, motive power is still the usual railcar in the centre. A new livery, with yellow lower panels has been adopted for this train.

Chemins de Fer Fribourgeoise (GFM)

An hourly service operated Bulle - Palzieux except mid-day and weekends.

Emmenthal-Burgdorf-Thun (EBT)

The threat to replace rail with bus between Sumiswald and Wasen appears to have been lifted. The shuttle rail service has been replaced with a regular interval service Wasen - Ramsey.

Ferrovie Autolinee Regionale Ticinesi (FART)

With the arrival of the new stock, services have been much improved. Whilst trains are not on a regular interval basis, there are frequent all-stations and fast services to Intragna and Camedo. The former has 31 services and the latter 22 services each day. There are 11 through services daily to Domodossola, most of which accomplish the journey in 1 hr 40 min or less.

Brünig Line

Not a change in service but an uncharacteristic error, one sheet of Table 470, Interlaken - Brünig - Luzern (p 616) has the centre columns completely blank leaving an apparent gap in the service from 11:57 to 15:37. A slightly reduced loose sheet is supplied to give the missing trains. No doubt this will be corrected in later printings, making this issue something of a gem for ephemera collectors.

International - Simplon route

The joint company financed 33% by SBB, 50% by FS Italia, 7% by the BLS and 10% by Swiss Cantons plans to run four return trips Genève - Milano and three Bern - Milano (over the BLS) daily, starting in the autumn of 1995. The seven *Pendolino* train sets to be used will be almost identical to the FS TER 460 second generation design, capable of dual current operation at 15 kv, 16 $\frac{2}{3}$ Hz and 3 kv DC. The fastest Bern - Milan time will be three hours. Each set will comprise three first class coaches with 159 seats, a bar/restaurant coach and five second class coaches seating a total of 339 passengers. The sets will be maintained and serviced in Milano.

CFEG

A popular day excursion from Genève for tourists and railfans is no longer possible. The convenient services from Genève Eaux-Vives via Annemasse to St.Gervaise and thence by metre gauge to Chamonix have been greatly reduced and on weekdays provide no satisfactory connections. It is still possible to make the excursion on Sundays, but return must be

made on the Martigny-Châtelard line and the Rhône valley.

PTT

Metre gauge post vans now operate only on the Appenzeller Bahnen (AB), Ferrovia Lugano-Ponte Tresa (FLP), Furka-Oberalp Bahn (FO), Luzern-Stans-Engleberg (LSE), Montreux-Oberland-Bernoise (MOB), Rhätische Bahn (RhB) and the Brünig line.

Swiss Layouts on Show

Via Mala

18/19 September*	Flight Refueling MRC. Merley, nr Wimborne, Dorset
2/3 October	Folkestone Leas Cliff Hall.
30/31 October	Trainwest '93 Chippenham Olympiad Leisure Centre
13/14 November	Gillingham Model World '93 Black Lion Leisure Centre, Gillingham, Kent
8 January	Marlow & Maidenhead Court Gardens, Marlow.

* Provisional

Kiene Name (HOM)

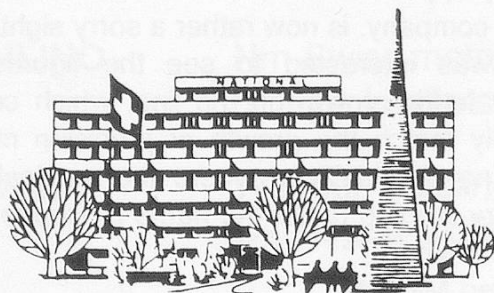
3-5 September	Sheffield Model Railway Exhibition
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Gurten

A new 2mm scale SRS layout	
29-31 October	Merseyside MRS 2mm group Mosslands School, Mosslands Drive, Wallasey

SRS Support

11 December	The Victorian Day Model Railway Show Mirfield Fire Station Mirfield, West Yorkshire
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Herr & Frau Kubler Bongard

★★★★
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jungfrau

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