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# NOTEPAD

## Swiss Federal Railways (SBB)

Bridge repairs between Delemont and Laufen saw the reappearance of 5 coach Re4/4' Pendelzug on express duties over the weekend of 15th-16th July. Three sets were used between Biel and Delemont while the through trains between Neuchatel and Basel were rerouted via Olten.

The annual open air music festival at Frauenfeld between 7th-9th July saw the normal complement of extra services. This included relief services for forward traffic from Bern and Basel, provided by DPZ sets; return traffic was catered for by three unit DPZ trains providing a half hourly interval service to Zurich, outbound via Stettbach and returning via Oerlikon. The Frauenfeld-Wil also strengthened its services, including a 5 coach (3 Be4/4, 2Bt) formation.

The last of the 1959 built driving trailers -ABt - will soon be rebuilt to BDt, the luggage compartment replacing the comfortable first class section.

460-019 was outshopped from Yverdon on 18 August painted in red, shaded to blue, advertising 'Miele'. 460.020 has been in service since mid-September in a white base livery for 'Tilsiter' cheese. 460.021 has, we understand, as we go to press, appeared in 'La Lait' livery, more next time.

Five of the 13 luggage vans of the Brünig are being rebuilt for service in work trains. X9970 and 71 (ex D1603 and 1607) are new "red kitchens", work vehicles X9963 and 4 (ex D1606 and 1608) are in use, but D1605 has yet to be done. (Photos in next issue).

A special train was operated for the Roco-Club Schweiz from St. Gallen to Bouveret on 2nd September, power being provided by Re460 099 to Bern, BLS Ae6/8 No. 208 from Bern (out via Flamatt, Kerzers and Payerne, return via Fribourg), with Ae3/6 10264 assisting from Lausanne via St. Maurice. (The passengers took a paddle steamer from Rivaz to Evian before catching an RBE steam service to Bouveret to rejoin the main train.)

## SBB/EBT

It looks as if the EBT claim to have the

smallest tractor, at their Oberburg works, has just been beaten by the SBB at Biel Works with Tm 230 000. It has a continuous rating of 37.3kw, weighs 4.5 tonnes, has a top speed of 20kmh, is 1.9 metres long, 1.432 metre high and 3.164 metres wide. It could easily get lost!

## CFF

The last manned level crossing on the Federal railways, between St. Imier and Sonvilier, has been closed.

## Compagnie du Chemin de fer Vevey-Chexbres.

Not a lot of people know that Vevey to Puidoux-Chexbres is a private railway operated by the CFF. It was closed during the summer for substantial refurbishment including the provision of two new halts at Vevey Funiculaire and Corseaux. Presumably the OLE has been upgraded so that diverted CFF trains will not have to be split because the old line could not support the power demands on this steep line. The BDe4/ and Bt has been replaced from the re-opening date of 24th September 1995 by a two car NPZ in yellow livery named "Saint Saphorin" and bearing the legend "Train des Vignes". (I believe that this line was the first in Switzerland to abolish ticket inspectors and to use the yellow 'eye' device -AJP)

## Bern-Lötschberg-Simplon (BLS)

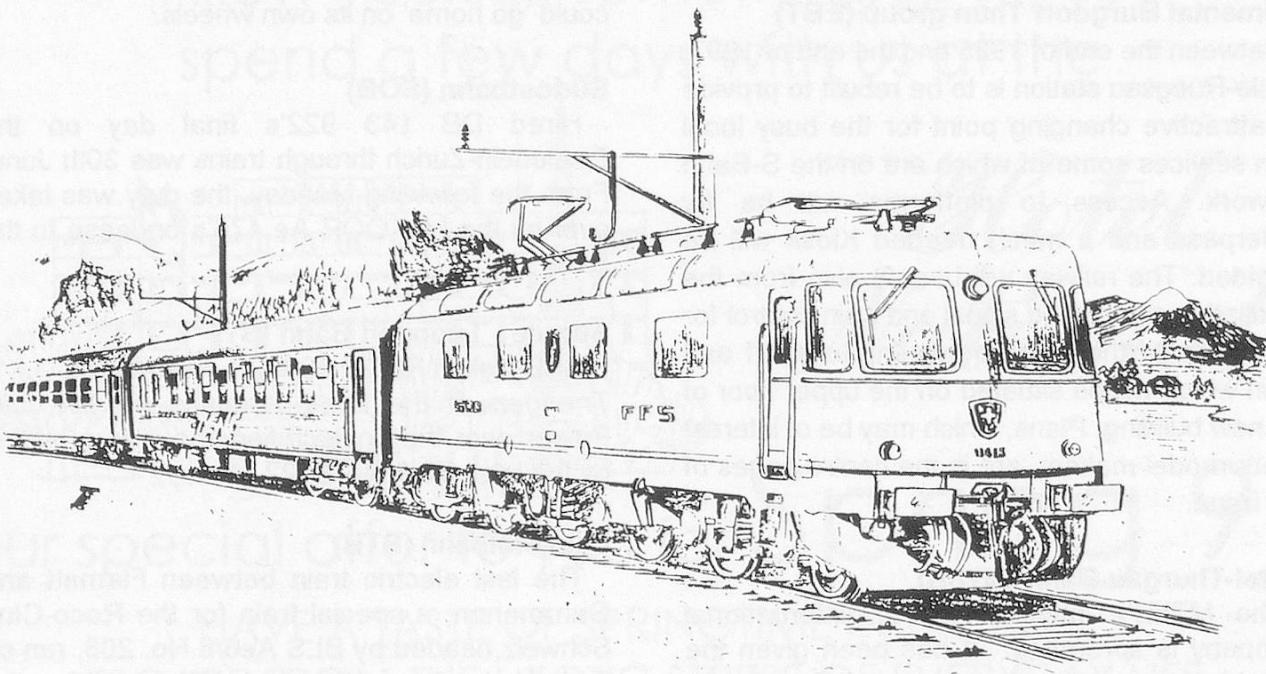
Ae6/8 No. 207 has been broken up. It has been out of service for a long time.

They have ordered from Stadler two 40 tonne diesel-electric locos for permanent way work especially in tunnels and on the Huckepack corridor. Numbered Tm 235.099 and 100, they can exert 500kw at the wheel rim, have an authorised top speed of 75kmh, being the most powerful 2-axle locos on the BLS. Exhaust emissions are reduced by a new electronic motor control system. Delivery will take place in June and July 1996.

## STB/BLS

The last electrically hauled train over the section Laupen to Gummenen was on 2

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September 1995. It was a special comprising DBAG stock hauled by BLS Ae6/8 208. The section was later de-wired.

### **Emmental Burgdorf Thun group (EBT)**

Between the end of 1995 and the end of 1997, Hasle-Ruegsau station is to be rebuilt to provide an attractive changing point for the busy local train services some of which are on the S-Bahn network. Access to platforms will be by underpass and a much needed Kiosk will be provided. The railway will benefit also from the installation centralised signal and train control for the whole of the route between Burgdorf and Thun which will be situated on the upper floor of the new building. Plans, which may be of interest to our model makers, are in the centre pages of this issue.

### **Mittel-Thurgau-Bahn (MThB)**

The MThB's influence as an international company is spreading. It has been given the franchise to operate the reopened Radofzell - Stockach line in Germany for which the diesel 'Low Cost' railcars referred to in the last Swiss Express have been ordered. The line is scheduled to reopen from 18 September 1996.

New intermediate coaches, type AB, have been ordered for the line's Kolibris in conjunction with the SOB. Of these, motorcoach 566 634 was christened *Engen* on 22 July, 566 632 and 633 are scheduled to become *Radofzell* and *Singen* respectively.

SBB Re 4/4 No. 11382 was in use in a Pendelzug formation between Weinfelden and Wil during June. The line's own Re4/4, No. 21, was seen on Bellinzona shed on 3rd July.

### **Oensingen Balsthal Bahn (OeBB)**

This line staged a 'lightweight railcar' weekend between 1st and 3rd September, bringing together a Karlsruhe twin-current tram, and a SBB Bem 550. Conventional trains were worked by an SBB Re 4/4, the line's 'Red Arrow' and the restored SCB Mallet.

### **Regional Val-du-Travers (RVT)**

The ABDe4/8 acquired from the BLS after the sale to the OeBB fell through has entered service in the line's red and white livery carrying the number ABDe 537 313.

### **Chemin de fer du Jura(CJ)**

The standard gauge BDe4/4 577.101 severely

damaged in an accident at Porrentruy on 25 February 1995, has been repaired at Tramelan workshops and taken to Glovelier on two Rollschemeln on 19 July 1995 from whence it could 'go home' on its own wheels.

### **Südostbahn (SOB)**

Hired DB 143 922's final day on the Einsiedeln-Zurich through trains was 30th June. From the following Monday, the duty was taken over by the LOKOOP Ae 476's on lease to the SOB.

### **Sursee - Triengen Bahn (ST)**

SBB Kolibri RBDE 560 111 was named *Triengen* at the line's terminus on 1st July. Power over the unelectrified line was provided by the lines E3/3 No. 8522.

### **Sensetalbahn (STB)**

The last electric train between Flamatt and Gummenen, a special train for the Roco-Club Schweiz headed by BLS Ae6/8 No. 208, ran on 2nd September. Goods traffic over the de-electrified line is now worked by diesel engines.

### **Sihtal Zürich Uetliberg (SZU)**

Uetliberg Ce2/2 2 has been restored and is available for use as a 'special'.

### **Metre Gauge Matters**

#### **Appenzeller Bahnen (AB)**

A country music festival over the weekend of 1st to 3rd September brought practically the whole of the fleet into service. A 'Nostalgic' relief service from St. Gallen was formed by ABeh4/4 5, with a Bi, ABi, and 3 B<sup>2</sup>, bringing back memories of the 1970's. A similar service to Gossau included the steam, buffet and 'Santis' tram sets sandwiched between Treibwagen Nos. 47 and 41. Service trains were formed by double Pendelzug sets, with one Pendelzug set powered by Ge4/4 No. 1.

SGA 101 is being converted to a saloon.

### **Bernese Oberland Bahnene (BOB)**

Work started in August on doubling the line between Gsteigwiler and Zweilutschinen.

### **Furka-Oberland Bahn (FO)**

Much of the 1940's motive power has been taken out of service during the summer. HGe4/4<sup>1</sup> Nos. 31 and 34 have been laid aside as

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unserviceable. Of the 5 BDe2/4 motorcoaches, Nos. 42 and 44 have gone into store and single-ended 43 withdrawn. Only Nos. 41 and 45 remain in service on locals between Andermatt and Disentis. During the summer, these duties included the 14.25 (non-stop) working from Disentis to Sedrun.

### **Luzern-Stans-Engelberg (LSE)**

Elimination of the rack section to Engelberg has moved closer with the approval of Canton Oberwald to the proposal to build an easier graded route which will finish in tunnel at Engelberg. SBB Brünig line trains will run through on certain services.

### **Meiringen-Innertkirchen-Bahn (MIB)**

Stadler is to deliver at the end of 1995 or early 1996 what appears to be from a drawing, a conventional Be4/4 in red livery with the name of the railway in full on a white ground.

### **Montreux-Oberland-Bernois (MOB) Group**

The "Golden Panoramic Express" has been launched. These are the Super Panoramic set refurbished and uprated, powered by a GDe4/4. The non-driving coaches have a bar and have 50 second class seats in each coach.

With the introduction of the Ge4/4 8000 series, passing loops are being extended to cope with the longer trains that these locos can handle.

The 'third rail' to Interlaken Ost is still on the cards but a separate single meter gauge line is being looked at.

Late item. It is reported that private finance is on offer for the 'third rail' extension from Zweisimmen to Interlaken Ost to allow through running of metre gauge trains from Montreux to Luzern in a time of approximately 4.5 hours.

### **Nyon-St.-Cergue-Morez (NStCM)**

BDe4/4 221, ex LEB, has been in service on work trains.

### **Rhätische Bahn (RhB)**

A temporary station was set up at Rossboden between Felsberg and Chur to serve an Alpine festival on 19th and 20th August. Located on the mixed gauge track, it was used for (standard gauge) traffic to all parts of the country.

The third 'Davoser Pendelzug' formation has

been used on the Landquart - Kublis Regionalzug service, but is also used on the 17.20 Chur - Thusis working on weekdays. BDt No. 1722 has been outshopped with the gangway door at the driving end removed. (photo in this issue). One 'Engadin Pendelzug' formation was in use during the summer, with two ABe4/4 being used in double traction on the Bernina Express 'B' between Samedan and Pontresina.

The on-street section of the Bernina line just north of Li Curt has been diverted onto a roadside reservation, leaving only the stretch between the houses at San Antonio as a 'long' level crossing.

Three pages in the current 'house magazine' are devoted to a description, technical information and rigging of the OLE including some dimensions. Text is in German. An A4 SAE plus another 19p stamp to Alan Pike will secure a photocopy. (UK only).

The Ge6/6' 411/2/4/5 have had one pantograph removed following a severe injury to a driver. It is not clear as yet whether the position of the remaining pantograph has been changed.

## **TRAM TOPICS**

### **Verkehrsbetriebe der Stadt Zürich (VBZ)**

Capacity problems on trolleybus routes 31 and 32 have prompted the VBZ to investigate replacing the services with trams. Ironically, Route 31 was tram route 1 until 1954! Other proposals would see Route 11 extended at both ends, to an exhibition centre in Oerlikon and over Forchbahn tracks from Rehalp to Zollikerberg.

Be4/6 1640 and 1692 went into service on 7 August 1995 on Route 2 resplendent in overall sporting livery.

VBZ are taking delivery of 6 prototype low floor trams in 1997. Following trials, it is expected to order a further 85 for delivery between 2001 and 2012. If this report is correct, this seems to be a very slow delivery rate to get the benefit of batch production.

## **GENERAL**

### **Alp Transit**

A report by a team led by the Director of the Federal finance office examined various options to meet time and financial constraints with the existing programme. The report was accepted by the Federal Council on 13th September and now goes to Cantons and other interested

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RhB Platform wagon with rubble container load

Running numbers R-w8264 (high), R-w8262 (low) each £25.45p

RhB Platform wagon

Running Numbers R-w8261, R-w8265, R-w8270 each £24.45p

Electronic Station Bell for SBB/RhB/FO £46.90p

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Rubble Containers, packet 2 low or 2 high each £ 4.95p

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FO Ge4/4<sup>3</sup> No. 81 £90.00p

FO HGe4/4<sup>2</sup> No.101 £165.00p

STL coach 'APENZELLER BAHN' red/creme 2201/S1 £38.00p

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bodies for consultation. This could lead to a further referendum which might be held in December 1996.

#### Attacks on Swiss TGV's

A Swiss group opposed to French nuclear tests has twice attacked TGV's in Switzerland. The first involved the throwing of a 'Molotov cocktail' as a train left a tunnel and was ineffective. The second was far more serious. Set 114 was in carriage sidings when at about 0315 fire started in several places. Severe damage was caused to one cab and one coach was almost gutted. Security forces found some 20 incendiary devices in the train. It is assumed that they were placed after the train reached the sidings.

#### TGV

A TGV service is expected to commence in 1998 between Zurich via Biel to Paris.

#### Preservation

The Club San Gotthardo started services on the first section of the long-closed line from Mendrisio to Varese (Valmorea) in Italy on 28th May. Initial services are only on the Italian side of

the border, making it the first preserved line in that country. Help in clearing the line has been provided by both the SBB and the Italian Ferrovie Nord Milano. The steam service was powered by the Club's E3/3 with SBB EWII coaches, with a DMU loaned by FS also in service.

## INDUSTRY

#### INTERNATIONAL

The TEE-Classics group has been formed to restore the Swiss TEE train sets to their former glory. It is hoped to repatriate a diesel TEE set from Canada and, in conjunction with the SBB, restore a 'Grey Mouse' to its original condition.

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