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Notepad

Swiss Federal Railways (SBB)

1994 was a relatively poor year for the system. Passenger traffic fell 0.3% and receipts were 0.5% down compared with 1993, while freight, showing a rise of 6.2% in the first 6 months, returned a drop of 6.3% because over-capacity in road haulage has led to a rates war.

The SBB has confirmed a SFr.155 million order for 60 Intercity driving trailers to be built by Schindler with SIG *Navigator* radial steering bogies and capable of 200 km/h.

Tenders were invited in September for 45 Intercity tilting trainsets.

30 new BoBo locomotives, to be classified Am 841, based on the RENFE Class 311, costing SFr.68 million have been ordered from GEC/Alsthom. Part of the work will be done in Spain. The locos are for trip freight and maintenance work. They will weigh 76 tonnes and are rated at 9230 kw.

The new Genève - La Plaine services are marketed as *Rhone Express Regional* and bear the letters RER with the first R reversed. The stock is unique in the Federal Railways in carrying only the French legend CFF and not SBB/CFF/FFS. The service is approximately hourly, with additional trains at peaks. Seven stations are served, Vieux Bureau and Bourdigny being replaced by a new station Zimeysa, serving the industrial zone. Two new bus services connect at La Plaine and Satigny. Residential development is to be expected so look at the pleasant rolling countryside now.

The only regular RABe duties are now the Bern - Frasne TGV connecting services.

Pending the introduction of UIC track-to-train radio (*Euro-Radio*), which is under development, the SBB will instal VZFK 90, initially on lines based on Lausanne and Délemont-Bern-Thun. This system is simpler than the ZFK 88 used on the Zürich S-Bahn.

25 September 1994 saw the re-introduction of Class 460 locomotives to EC and IC duties. Only those locomotives which have received the 830 electrical and 50 mechanical adjustments required for continuous high-speed running will work such turns and only those drivers

with considerable experience of the class will be in charge.

The introduction of 25 pairs of Class 460 on the Gotthard has meant the reduction on these services of Re4/4^{III} + Re6/6 and the elimination from regular service over the south ramp of Ae6/6s.

The Märklin liveried 460 is 460-017. 460-099 carries on its side the information that it is the hundredth unit of the class.

Further class 460 names are 460-066 *Finse*; 460-099 *Bodensee*; 460-100 *Tössatal*

The SBB is rationalising its track, taking out redundant lines and sidings to improve the cost recovery ratio of regional services. 40% more train kilometers were run in 1993 compared with 1981 and while some thinning of services in 1995/6 seems likely large scale bustitutuion is not anticipated.

Electronic *Stellwerkes* (ESTW) are being standardised throughout the SBB. The first Siemens SIMIS C was installed in 1989 at Chiasso, followed by Eglisau, Capolago, Claro, Henschiken, Dottikon, Aarau, Schönenwerd, and St.Gallen. Between 1995 and 1998, Basel GB, Bellinzona, Morges, Liesthal, Turgi, St.Margrethen, Colombier and Biel will be commissioned.

Ee3/3^{IV} 16551-60 are being re-equipped with, among other things, thyristor controls and the ability to work in multiple, as they pass through Yverdon works. Recently out-shopped Ee 934 559, should by now be running trials with 934 553, dealt with in early 1994 to test the multiple unit equipment.

The double track section between Bad Ragaz and Maienfeld and the new bridge at Bad Ragaz are now open.

Around midnight on 20 October 1994, a wagon containing chloroform became derailed near Amsteg on the Gotthard north ramp because of a hot box. The line was closed until mid-day the following day, causing severe disruption of traffic.

A notable coach withdrawal is LS B 29-37 500, the pantograph-equipped heating coach which was used on the Genève - La Plaine service in the absence of the BDe4/4^{II} units

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HO – BLS De 4/5 No. 796 green. Tm 91 orange, Ec 3/5 Nos. 41 to 46.

HOM – Brunig Tmh 985, Texxx Nos. 201, 202 and 203, Tex No. 198 & 199 AB³ green, C³ green, F³ green, GB-v, PTT Z68 green, BOB B232, AB209, D³, B³, AB³, Tm2/2', HG2/2 11 EIGER.

HOe – BOB SchP H5, SchP He2/2,

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HOM – JB Komposition old, and Komposition modern.

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and which has seen haulage by Ee3/3^{II}, Bm4/4 and Em3/3

The increasing number of NPZ sets has led to a reduction of shuttle trains worked by Re4/4^Is. Some of these are to be used on light freights to replace the withdrawn Ae3/6^Is.

Ae3/6^I Nos. 10639 and 10693 have been acquired by Classic Rail.

Brünig

A reliable source in the SBB has denied that the new management structure of this line is to make it ready for sale, because it did not fit into the corporate plan. The purpose instead is to make better use of existing facilities, improve services to passengers and increase revenues.

The Panorama coaches, A102 and A103 are fitted to enable them to run over the Berner-Oberland-Bahnen (BOB) and over the Luzern-Stans-Engelberg (LSE) right up to Engelberg.

Bern-Lötschberg-Simplon (BLS)

From May 1995 route S2 of the Bern S-Bahn network (Schwarzenburg - Bern - Langnau - Trubschachen) will be worked by BLS RBDe Pendelzug sets with 4 intermediate coaches. Route S1 is the redesignated Thun-Bern - Flamatt (STB) service.

The class 465 with its 7000 kw rating, is the most powerful 4-axle locomotive in the world. Since September 1994 it has been running various trials in the north-east of Switzerland, including running in multiple with SBB locomotives. In November it is moved to Spiez. The class will be rostered on heavy trains over the Lötschberg from the start of the 1995 timetable and will work freights to Basel and Biel.

All the class 465 locomotives will carry names associated with mountains or locations on neighbouring systems as below:

No	Name	Company
465-001	Simplon/Sempione	SBB
465-002	Gornergrat	BVZ
465-003	Jungfraujoch - top of Europe	JB
465-004	MetroAlpin	LSF
465-005	Niesen	NB
465-006	Lauchernalp/Lötschental	LWL
465-007	Schilterhorn	LSMs
465-008	Niederhorn/Beatenberg	SBN

Ins station is to be rebuilt in 1995-7

Ae6/8 207 is out of service in need of attention to its tyres. Repairs will only be carried out if the pressure of work allows. Ae4/4 252 is out of use following an accident. As repairs could cost Sfr.100,000, it could be withdrawn. Another possibility is that it could be mated with one of the remaining three in the class to form another Ae8/8.

BTi driving trailers are to be withdrawn because of corrosion. They will be replaced by BDt 940 and 941.

Other Standard Gauge

Emmenthal-Burgdorf-Thun Group (EBT)

Re4/4 111 emerged from Oberburg works on 22 December in the *Colani* style livery applied to the Re 456. The immediate impression is that the engine has shrunk, with EBT now appearing in metre-high letters on the bodyside! The locomotive has not been given its computerised number.

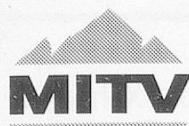
The Huttwil-Wolhusen centenary will be officially celebrated on Tuesday 9 May 1995, with extra trains, and a Bahnhoffest will take place in Huttwil on Saturday 20 May. On Saturday 13 May will see the inauguration of the "VHB-Wanderweg Huttwil-Wolhusen".

LOKOOP

The ex-DR/DB class 142s are being renumbered as follows

Original No.	New No.	Company
142-042	476-465	SOB
142-197	476-466	SOB
142-199	476-467	SOB
142-130	476-470	MThB
142-150	476-471	MThB
142-132	476-472	MThB
142-133	476-473	MThB
142-159	476-474	MThB
142-191	476-475	MThB

Lokoop is considering the purchase of up to 20 more DB class 142s at a cost of SFr.200,000 each. the SOB would replace its ageing De4/4 21 and 22 (exSBB 603 and 602) and DB 143-922 and 155-252 which were originally on hire from DR. Two more might go to Reisebüro Mittlethurgau for their *Orient Express* trains. The Chemins de fer Fribourgoise (GFM), which has had 143-132 on trial and was thinking of buying two locomotives, may hire instead.



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Mittel-Thurgau-Bahn (MThB)

The MThB is looking for a standard gauge low-cost railcar for the cross border *Seelinie*. Stadler/SLM would be the potential supplier in view of the metre gauge versions being considered by the CEV and OSST.

As the 1966 railcars are still undergoing refurbishment, the two leased *Chiquita* were still in use at the end of 1994. Re4/4 21 was also being used in a Pendelzug set, with goods traffic being handled by the LOKOOP Ae 476 (DR E 142 to the uninitiated!)

Sihltal-Zürich-Üetliberg-Bahn (SZU)

On the occasion of the presence of the SEV liveried Re4/4^{II} 11238 at Langnau-Gatlikon, restored FCe2/4 84, leading a couple of vintage coaches with De3/4 41 of 1926 at the rear, and vice versa, ran shuttle services to Sihlbrugg. Free tickets were issued, copying the logo on the side of 11233, which is a ticket. The souvenir tickets could receive a commemorative cancellation by inserting them in an ordinary station cancelling machine.

Südostbahn (SOB)

The exchange of the SBB Re4/4^{IV}s with the SOB Re4/4^{III}s is under way, with 10102 and 10103, now renumbered Re 446 446/7, exchanged for two unidentified SOB Re4/4^{III}s. Presumably the SOB 42-44 will revert to their original SBB numbers, while SOB 41, bought direct from SLM in 1967, will receive a new number.

Rented DB 155-252 returned to Germany at the end of December 1994 while 143-933 is due to go back at the end of May 1995.

Sursee-Triengen (ST)

A SFr.150 million project for an out-of-town shopping, hotel and business complex near Sursee could lead to the reintroduction of passenger services.

Wohlen-Meisterschwanden (WM)

Some years ago, declining passenger traffic brought the threat of closure and bus substitution. This was successfully fought off, but with changes in freight forwarding by one of the firms on the line, Closure once more seems probable, with buses replacing passenger services with the start of the 1997 timetable.

Metre Gauge Matters

Appenzeller Bahnen (AB)

Former SGA ABDeh4/4 1, now Xeh4/4 91, was still in its old SGA livery in November 1994.

ABDeh4/4 5 has been restored as BCFe4/4 No.5.

Bièvre-Apples-Morges (BAM)

Canton Vaud is helping the company to pay for twenty new Vevey type transporters for standard gauge wagons carrying Army tanks from and to Bièvre. This is addition to part-funding repairs to Bièvre and Apples stations. This SFr.11 million programme of improvements to the line, which will take place between now and the end of the century, will be supported entirely by the Confederation, the Canton and communes along the line.

The two new Ge4/4s 21 & 22 were named *Morges* and *Venoge* (after local rivers) on 22 September 1994. They can handle 400 T trains from Morges to Bièvre, and 520 T from Apples to L'Isle and downhill from Bièvre to Morges. In multiple with a Be4/4 they can tackle 600 T, whilst as a pair 700 T can be hauled.

Be4/4 4 was utilised for spares in early 1994, while Be4/4 1, damaged in 1993, was broken up for spares.

BDe4/4 5, delivered in 1949 as a BCFe4/4 (later ABDe4/4) is almost in its original condition, including wooden seats in the second class section. The partition was removed from the first class section when it was downgraded. It will be used in June of this year on the occasion of the line's centenary, accompanied by B71 (ex AB 25 of 1925) and the last of the original coaches, B2 31 of 1895, both of which are undergoing renovation.

Brig-Visp-Zermatt (BVZ)

A Stadler - built HGm2/2 for the Spanish CF Ribes-Nuria has been tried on the line, using the rake borrowed from the Brünig line for the winter.

Lausanne-Echallens-Bercher (LEB)

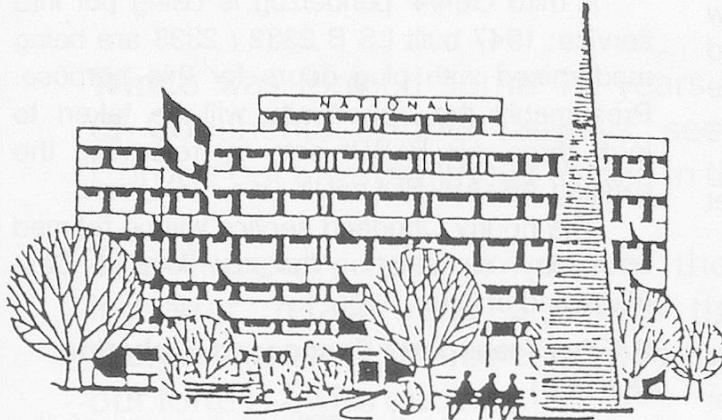
BDe4/4 21, dating from 1936, has been painted in a new livery for hire and other special services.

Luzern-Stans-Engleberg (LSE)

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flourishes. The LSE has obtained Z65 from the Brünig, new number D65

Martigny-Châtelard (MC)

The station at Châtelard (much renamed Châtelard-Gietroz, Châtelard Usine, Le Châtelard Village) has had its turnouts removed, leaving only a single track, leaving only a single track, but two platforms. Platform 1 will serve the Barbarine funicular and platform 2 will be for the inhabitants of the village. There is now only one turnout between Le Tretien and Châtelard Frontière, a 20 minute run, and none between Finhaut and Frontière, a 15 minute run.

Through services from St.Gervais la Fayet to Martigny will be run this summer.

Mines de Sel, Bex

This visitor railway possesses four accumulator locos; 1 Oehler/1942; 2 Mines/1976; 3 Mines/1981; 4 Neuwag/1985. It is not clear whether Mines means they were built in the firm's workshops or that the manufacturer is unknown. Clarification anyone?

Montreux-Oberland-Bernois (MOB)

Van Gk554 bears on its doors publicity paintings to commemorate the 20th anniversary of the model shop in Lenk. Will we see a Bemo version for HOM? The Lenk model shop makes a trip on the MOB branch even more interesting, the window display simply has to be seen. Van Gk 513 is in overall *Fanta* livery.

MOB Be4/4 1002 (ex Biasca - Acquarossa), which has been used as the spare unit on the CEV line, has in store at Vevey with bogie damage.

Regionalverkehr Bern-Solothurn (RBS)

First class passengers will be pleased with the entry into service of the first of eight intermediate sections from Schindler, which include a compartment for them with traditional 2+1 seating. The existing unloved firsts will be downgraded to seconds. The units will become ABe4/12 65-72.

Rhätische Bahn (RhB)

It is understood that the conversion of the Chur-Arosa line to 11 kv $16\frac{2}{3}$ Hz is becoming urgent due to deterioration of the existing DC power cars, hardly surprising with the increased loadings on this popular line.

Due to shortage of funds it is not expected that work can begin on the planned diversion route to bring the trains into the main station will begin before 1988, with a probable completion in 2003. It appears that we may well see AC traction over the existing street sections.

The RhB has acquired Zt 261 and 262 from the RBS. They will be converted to driving trailers for the Vereina Tunnel car services.

A third Ge4/4^l pendelzug is being put into service; 1947 built LS B 2332 / 2333 are being modernised with plug doors for this purpose. Presumably the opportunity will be taken to form three AB+B+BDt sets by reforming the existing AB+AB+BDt set.

The hourly Oberland service will be retimed from May, crossing on the new loop at Castrìsch and at Trun.

SA des Transports Emrosson-Barberine (SATEB)

To celebrate the 75th anniversary of the Barbarine funicular (FCB) and its 60 years of public service, Ta2/2 6 and 8 will be returned to service on the 600mm gauge railway section.

Schinznacher Baumschulbahn (SchBB)

Molly, the well-known plinthed locomotive on Turgi station is to be taken to the SchBB works for restoration, hopefully to working order.

Tram Topics

Bex-Villars-Bretaye (BVB)

The 1967 series of bogie cars, Be4/4 457 - 476, are to be modernised with new doors, step arrangements and cabs.

Städtische Verkehrsbetrieb Bern (SVB)

The former Basel trailers 1402/3/6/14 have entered service as B 341-344 respectively.

Proposed route extensions are of route 3 from Weissenbühl to Morilungut and of Route 9 from Wabern to Kleinwabern and the restoration of regular service over the former VBW line from Guisanplatz to Wankdorf.

Transport de Lausanne (TL)

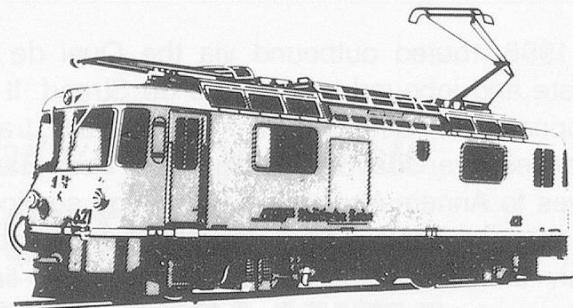
At least one Lausanne trolleybus is operating alongside the ex-Genève trams in Sibiu, Roumania.

Transports Publics Genevoise (TPG)

A direct link between Cornavin and Eaux Vives / Moillesulaz is proposed for introduction

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in 1996, routed outbound via the Quai de la Poste and inbound by the Rue du Strand. It is proposed to use this link to project tram services over the SNCF alignment from Eaux Vives to Annemasse, bringing through services to the city centre quicker and more cheaply than the existing proposal for a RER line between La Praille and Eaux Vives.

General

Alptransit

Alptransit proposals are coming under heavy fire both on the grounds of cost and alignment. The SBB preferred route calls for a tunnel round Arth-Goldau and extension of the Mont Ceneri tunnel, but it rejects the tunnelling wanted by the cantons of Uri and Schwyz. On the Lötschberg the scheme which keeps within government financial guidelines requires the use of existing track to the shuttle terminal at Heustrich, which rules out the 5.45 m high enclosed shuttle trains. In the south route modifications and single line tunnel between Heustrich and Wenig-Ey are bound to reduce the effectiveness of the scheme. Without doubt the demand for this heavy expenditure to fall within a short time scale, especially in the case of the Gotthard, could put both schemes at peril again.

British Rail

Following the exhibition of 92 008 at Basel last October, it is understood that this class will work through freights to Basel via the Channel Tunnel later this year.

Cisalpino

Cisalpino AG has increased its order for bi-current Pendolinos from seven to nine.

Swissair is to provide catering services on the Milan Pendolinos. Very low-flying aircraft?

Dach Hotelzug

This company is to launch its Hotel trains on the Zürich-Wien and Köln-Wien routes in May. Schindler rolled out the first three *City-Nightline* coaches on 14-12-94. They are building 27 double deck sleepers with category A and B compartments (1st/2nd) and 27 category B coaches.

Export 460s

The 20 Finnish class 460 locomotives will be classified Sr2. Following a successful trial

the Norwegian State Railways has placed an order with a consortium led by ABB's local company for 22 locomotives.

Funiculaire de Tignousa

This new funicular was opened at St.Luc in Val d'Aniviers on 3 December 1994.

Model World

The liquidator's office at Lausanne was offering for sale, at 50% discount, the stock of Metropolitan-Roxy on 9 December 1994. It is possible that in due course some of this windfall will appear for sale in the UK and USA.

Preserved Stock

For summer 1995 a combined rail and boat round trip will be available between Neuchâtel and the *Papillorama* at Marin. To cope with the unwired line between the Marin factory sidings and St Blaise BN station, a double deck autorail is being provided by the VVT group.

Road Tolls

New taxes on road freight aimed at steering traffic onto rail are expected in 1998. In addition a sur-tax of some £200 will be applied to lorries wishing to use the Gotthard, Grand St.Bernard, San Bernadino and Simplon passes.

TGV

From 16 December 1995, on every Saturday until 8 April 1996, a through service will run from Paris to Brig, leaving Paris Lyon at 07:11 and arriving at Brig at 13:14; returning at 15:40 to arrive in Paris at 21:39. The main purpose is to capture winter sports traffic, there is no way that commercial airlines can beat this. Examination of possible extension of Paris-Bern services to Zürich and Switzerland-Mediterranean coast runs are in hand.

1995 Timetable.

From 28 May 1995 the long-threatened cut backs in the Jura train services will come into force. Local trains will be completely withdrawn over the Le Locle - La Chaux de Fonds and Moutier - Delémont route. Swiss trains are withdrawn from Le Locle Col des Roches; it will continue to be served by the SNCF autorails from Besançon. Services over the Ajoie line between Porrentruy and Boncourt are reduced to a residual service operated by the CJ (expected to survive until 1997); the line on to



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All MITV films are made with the approval and full co-operation of the participating railways



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Delle will close.

The evening and Sunday service over the Zofingen - Aarau line is also substituted. In the same region, the opening of the Grauholz Tunnel in May will see only a minor (2 minute) reduction in timings between Bern and Olten. Its big advantage will be to take overnight freight traffic.

Service changes in East Switzerland see the appearance of an hourly IC service between Zürich and Chur, stopping at Landquart only! A semi-fast service is also provided. The Rheintal fast service is increased to hourly intervals. This is not without cost, as the

Rheintal local services between Sargans and Altstätten are generally replaced by buses. Other minor rearrangements are designed to extend the hourly (or half-hourly) pattern further and improve connections with ICE services at Basel.

On the SOB / BT lines, the through Voralpen Express services to Luzern are reduced to two-hourly; on the other hour, the *Schnellzug* from St Gallen runs as a local between Pfäffikon and Arth-Goldau. Many of the other lines in the area see revisions, but without any serious service reductions.

Mailbag

Cross-border bargain travel

Switzerland has joined other railway and tourist authorities in attempts to encourage more use of public transport. It is as well to visit the nearest main station to see what is on offer.

For example, rail and bus undertakings in North-East Switzerland have joined with their counterparts in Germany and Austria to provide a day ticket covering unlimited travel over a wide area. A fat pocket timetable, sometimes costing Sfr.2, but sometimes given free, defines the area. Reduced prices are available for *senioren*. As an example, I obtained a ticket which even allowed travel on an EC from St.Gallen to Bludenz in the Vorarlberg. The price (for a senior citizen), was about £4.

Remember you can still buy tickets, country to country, with the Eurocard, but do not attempt to buy them at border stations for, even though they are in Switzerland, the journey is on the neighbouring country's fare system.

Alan Pike

Hemel Hempstead.

Computerized Kursbuch

I note the dissatisfaction expressed with the new format of the SBB Kursbuch in the December issue of *Swiss Express*. As a fan of the Kursbuch (my collection goes back to 1947), I agree that change is always a little unsettling. But there is a new delight now available.

For those who want a challenge and have an IBM compatible computer, preferably with

Windows, let me recommend the computerised SBB schedules. The disks for this German-generated program are sold at ticket offices throughout Switzerland for Sfr.35 (I get mine direct from Bern), and gobble up an amazing 12 megabytes on one's hard disk. That's more than my word-processing or spreadsheet programs!

The reward, though, is very satisfying. I have been getting this electronic timetable for three years now, and each year it is bigger and better. The latest edition gives one all the rail schedules, both for the SBB and all private lines, plus all buses and selected boats. The program this year also adds a very few schedules between Switzerland and major German and Austrian points.

For timetable buffs, this offers hours of fascinating play. What is the longest rail journey possible, without retracing one's steps? At first sight La Plaine, outside Genève to Scuol-Tarasp would seem to be it, but I'm still looking. Which trains have the panorama wagons, or children's cars, or full dining cars. The program knows.

When you have the schedule you want, the program prints it out in an exemplary way, shows you all the necessary changes of train, the total elapsed time and the on-board services offered.

What does the future hold? I would like to see TGV and Channel Tunnel connections, as well as through schedules to major Italian