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NOTEPAD

Swiss Federal Railways (SBB)

The opening of the new locomotive depot at Basel Wolf has seen the closure and demolition of the old depot adjacent to Basel station.

The project to preserve BDe4/4^{II} 1301 has failed, and the unit has been broken up in Zurich.

The blue and yellow painted NPZ on the Vevey - Chexbres line are RBDe 560.128 - 131 and Bt 29-25 931. The first unit is named 'St. Saphorin'. The units carry only the initials CFF.

Re 460-021 has been repainted in an overall white livery embellished with what appears to be a cow in full pursuit of a smaller animal (dog). The loco is named 'Lovely' and the purpose is to promote the consumption of milk. Officially, it seems that the cow is intended to be dancing. (But I wonder how many people will name it 'The Flying Udders'-AJP)

RABe units 1052 and 1054 which were withdrawn in February 1995 have been stripped of most of their useful parts and on 29 September 1995 were hauled by Ae6/6 11494 to the firm of Thommen for breaking up. But not everything went to the graveyard. The powercar and both driving trailers of set 1052 are being stored at Winterthur as reserves for the remaining units.

1054 had a distinguished career among other things representing the SBB at the OBB 150th anniversary celebrations in 1987 and acting as the 'Royal Train' for Queen Elizabeth II in 1980.

It is reported that the remaining 'Grey Mice' will continue to work the Bern - Frasné TGV connecting service for at least 4 years, when an extra TGV should be available.

119 Class 460 locos are to be fitted with control equipment to work with driving trailers on Intercity trains from 1997 on the following routes:

Geneva - Bern - Zurich
Brig/Interlaken - Bern - Basel/Bern - Luzern
Luzern - Zurich Flughafen
Basel - Zurich - Chur

A new 35 metre by 60 metre repair shop is being built at Olten.

Brünig: a collision at Kerns-Kagiswil on 26 September last has led to damage to De 110.005 and ABts900 and 902. (00 is to be scrapped.

Chemin de fer du Jura (CJ)

The Löveli Journal (Postfach 2563, Ipsach) is sponsoring a special train on March 24 1996 from Glovelier to Saignelegier with BCe2/2 70 and C7. There will be photo stops. Cost Sfrs40.

Bern-Lötschberg-Simplon (BLS)

Steam with GTB 3 will again run from Bern Weissebühl to Interlaken Ost to connect with steam on the Brienzersee as follows: 2; 30 June; 28 July; 25 August; 15 September; 6 October.

Emmental Burgdorf Thun group (EBT)

A recent edition of this group's magazine contained an important foreword by the Director considering the way ahead. Like most other businesses in Switzerland, the effects of the recession are being felt with a decline in all traffic in the first half of 1995 with the exception of freight tonnage on the EBT.

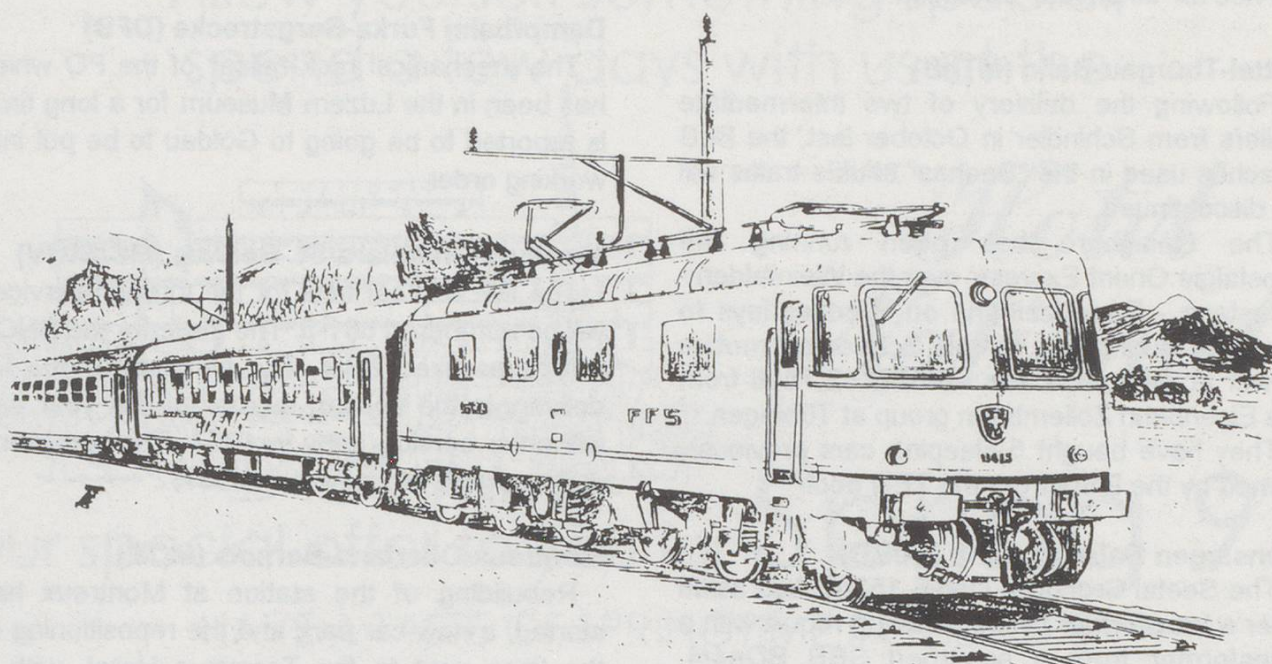
The group is seeking further co-operation with adjoining systems to optimise productivity and get the maximum benefits from the network. Of particular concern is the passenger service on the SMB which could see replacement by buses unless a co-operative project by the group with the SBB and OeBB can lead to a sort of Jura network. Let us hope that this picturesque line will remain in service.

The closure of the Belfort - Delle line has decimated freight traffic on the Solthurn - Moutier line. Proposals to reduce the losses on the line include closure between Gänsbrunnen and Moutier, or complete closure, with the summit tunnel converted to a roadway.

LOKOOP/MThB

Ex DR Class 142, now Ae476 Nos. 470, 472 and 475 allocated to the MThB were on trial in Austria last August running from Weinfelden to Worgl over the Arlberg route whence 472 and 475 ran trials to Brenner. After returning to Worgl, they joined 470 successfully to work a freight to Brenner which included additional 'ballast' in the form of OBB 1042.610, 1044.242/244/253. The tests were apparently carried out at the behest of a private company, Bayerische Trailerzug Gesellschaft, which runs

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Road/railer trains between Munich and Verona. Currently, DBAG and OBB provide the motive power but the company wants to make the service an 'all-private' operation.

Mittel-Thurgau-Bahn (MThB)

Following the delivery of two intermediate trailers from Schindler in October last, the BLS coaches used in the "Seehas" shuttle trains will be discontinued.

The Reiseburo has been running the 'Nostalgie Orient Express' over the Weinfelden - Konstanz - Radolfzell line on Wednesdays to Sundays during the winter. Scheduled motive power at weekends was ex-ÖBB 52 7596 from the Eisenbahn Zolternbahn group at Tübingen.

They have bought 5 sleeping cars previously owned by the DSG from the TEN pool.

Oensingen Balsthal Bahn (OeBB)

The Seetal Crocodile De6/6 15301, laid aside after a transformer failure, is being rebuilt with a transformer from a scrapped SBB BDe4/4. Work is being undertaken by students from Biel Ingenieurschule as part of their course work.

Regionalverkehr Bern-Solothurn (RBS)

Both the new tractors for freight and PW work, Tmf2/2 165 and 166 are being delivered in March 1996. They are both equipped with radio control equipment

BDe4/4 5 dating from 1950 is to be broken up.

Südostbahn (SOB)

Ex SBB Re4/4IV Re446 446 has been repainted in an overall blue livery advertising 'Seedamm-Center Pfaffikon SZ'.

Metre Gauge Matters

Appenzellerbahnen (AB)

Bühler station was 'privatised' at the beginning of December 1995.

Aigle Leysin (AL)

1946 built No.201 is under conversion to a saloon-bar coach, type Arseh2/4, to carry groups of up to 25 people.

Bremgarten Dietikon Bahn (BD)

Double track was commissioned on 5th November over the section between Rudolfstetten and Berikon-Widen. The latter station has been rebuilt with the obligatory island

platform and subway.

A new workshop is under construction at Frauenfeld Stadt on the site of the old works.

Dampfbahn Furka-Bergstrecke (DFB)

The mechanical rack railcar of the FO which has been in the Luzern Museum for a long time is reported to be going to Goldau to be put into working order.

Martigny-Châtelard/St. Gervais (MC/StGV)

The five two car sets for the through services will be numbered 801-5. The three for the SNCF will be prefixed ZBD. The first unit is due for delivery in the second quarter of this year and will enter service early in 1997. The remaining units are due for delivery in 1997.

Montreux-Oberland-Bernois (MOB)

Rebuilding of the station at Montreux has started, a new car park and the repositioning of the lines next to the Terminus Hotel, with a passenger underpass.

Regionalverkehr Bern Solothurn (RBS)

Two shunting and works tractors Tmf 2/2 165 and 166, are due for delivery in March, both are equipped for radio control operation.

Two Ge4/4 similar to Appenzeller Bahnen No. 1 are scheduled for delivery in 1977 for goods and relief passenger work.

BDe4/4 5 dating from 1950 is to be broken up.

Rhätische Bahn (RhB)

A small but important ceremony was held near Klosters on 4 October 1995 when a diesel loco hauled two open panoramic coaches (aussichtswagen) with invited guests from Klosters to Selfranga to mark the opening of the Zugwaldtunnel, the first new tunnel for some 80 years. On 9 November 1995, 631 made the first electric run through the tunnel.

The rebuilding of the main road between Kublis and Klosters, large sections of which will be in tunnel, is a mixed blessing to the railway. On the one hand, there is immediate benefit from the carriage of building material but, after completion there could well be a change in the pattern of traffic, especially passengers, between Landquart and Klosters. Some small but beneficial changes to the track location especially near Buel have already been

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undertaken. However, the road will also bring cars quickly to the Vereina tunnel with the prospect of greatly enhancing profitability.

The railway expects the new works will be of mutual benefit to the railway and the Canton.

Xm2/2 2215 has recently been rebuilt at Landquart following its withdrawal in Feb 1994 after the accident to its diesel motor. The extent of the rebuild is such that it is, for all practical purposes, a new piece of equipment.

History was made on 24 August 1995 when RhB No.1 'Rhatia' hauled passengers on the line alongside Lago Bianco being turned as required on the turntable at Ospizio. There was some concern about getting the loco round the 45 metre radius curve at Morterasch but all was well. Trains ran up to and including 27th August. No.1 was helped from Pontresina to Ospizio and back by an electric railcar. The railway has issued a poster at a cost of Sfr 20.

Large removeable 'stickers' to advertise "Bailatti" were affixed to Ge4/4^{III} 642 some time near the end of 1995. If this practice of temporarily decorating locos continues, collectors of photos of livery changes will have an expensive time.

Tourist trains will run on the Misoix line during 1996. These will use FLP ABe4/4 No.3, transferred from Agno to Castione on 18 October 1995.

TRAM TOPICS

Basler Verkehrsbetriebe (BVB)

The main centenary celebrations between 1st and 3rd September featured a cavalcade comprising 33 car sets (37 motors and 21 trailers) of all types, including works cars dating from between 1900 and 1995. The system claims to have the oldest fleet in (northern) Europe (don't mention Milan, Naples, Rome, Lisbon or Blackpool) and several of the tram manufacturers had mock-ups on display. Prominent was a Düwag-Siemens low-floor car from Halle (Germany), which was used in service on Route 1.

Verkehrsbetriebe der Stadt Zürich (VBZ)

The Be2/2 "Sachsiträm" will operate between Hauptbahnhof and the Zoo on May 12, 19, 26, June 2, September 15.

Extension of route 11 to Oerlikon Messezentrum is under consideration together with possible extension over the Forchbahn to

Zollikerberg. Replacement of overcrowded trolleybus routes 31 and 32 would restore tram route 1.

GENERAL

Classic Rail

Has obtained Ae3/6 10448.

PTT

Some 26, 2 and 4 axle postal wagons are for sale. Z2 00-33 112-114 have been withdrawn.

Light Rail

Vevey Technologies SA of Villeneuve is developing a new family of fully 'Low floor' railcar sets which would be suitable for the increasing number of light railways especially in France, Germany, the UK and USA.

Using modular techniques, a wide range of types is possible but a common feature is the use of two axles for the single power car but only one axle for intermediate vehicles and driving trailers.

Preservation

Three Swiss trams form the mainstay of France's first preserved tramway in the northern suburbs of Lille, opened on 1 April 1995. These are Ce2/2 5 (1900) from Fribourg, Ce2/2 74 (1920) from Neuchâtel and Ce4/4 175 (1944) from Bern. The line will be open on Sundays and public holidays between 1st April-1st October.

Restoration

A line which once saw the regular passage of the 'Orient Express' but which closed completely in the 1960s is coming alive again. It runs from Pontarlier in France to Vallorbe, some 26Km. Fortunately the track bed remained in good condition being in the hands of the local communes but through running will be a long and expensive project not least because of the state of a tunnel at Jougne. In 1993, some 2 km was brought into service in the area of Hopitaux-Neuf. In October 1995 the commune of Touillon gave approval for an extension of 5 km in the direction of Pontarlier which is expected to be in service in 1996. Sundry vintage vehicles are, or will be, in the hands of an 0-4-0T from the Chemin de fer touristique du Rhin, 2 ex-DB 'Köf' and an E3/3 'Tigerli' currently under repair at Meiningen in Germany.

Private Owners

The Raffinerie du Sud-Ouest runs an oil refinery at Colombey (Valais). To work the unelectrified connection to St. Triphon they have bought two diesel tractors from France, Tm2/2 1 and 2. The 44 tonne locos are capable of 30kmh. Livery is bright yellow. They have been seen double heading long tanker trains.

Reiseburo Mittel Thurgau

RAe4/8 1021 whose return from Germany was earlier reported in the 'SE', is undergoing refurbishment in the SOB works at Sastagern. It is hoped that it will be available to run a special service to commemorate the 50th anniversary of Winston Churchill's ride in the unit on 16th September 1946.

The company recovered the unit when it bought all the stock of INTRAFLUG in 1994.

INDUSTRY

Cellulose Attisholz has bought a road/rail tractor from the Italian firm Zephir, Modena No.TM95, it has also bought SBB Tm' 413.

Mineralle Quelle Eglisau brought into service a new connecting line in May 1995 worked by a

Moyse diesel loco. In Pepsi livery.

The European Union has agreed to the planned merger of the railway interests of ABB, Zurich and AEG Daimler-Benz, Stuttgart.

1995 marked the end of an era on the Swiss Plateau in the transport of sugar beet. From the 1996 season, traffic will be loaded at concentration depots for transport to the refineries instead of at local sidings. This has meant the end to this traffic on the GFM, RBS and SNB lines, where open wagons on rollböcke were used over the metre gauge sections.

INTERNATIONAL

POWER SUPPLIES

At 1200 hours on 16 October 1995, the railways of Austria, Germany, Scandinavia and Switzerland using the frequency of $16\frac{2}{3}$ Hz changed to 16.7Hz. The object appears to be to provide a wider phase tolerance which better suits the operating characteristics of the increasing numbers of asynchronous motors. (Perhaps some member with a better understanding of such matters could confirm my interpretation or provide a better explanation-AJP)

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Among other topics covered are; city-wide linear parkland walk and cycle ways; encouraging more freight to go by rail and boat; bus / rail deregulation and privatisation; the proven successful ticketing system (as used in most Swiss cities) that solves the 'traffic jam on wheels' phenomena of 'pay on entry' buses, allows passengers to break their journey to visit the newsagents, collect the dry cleaning (etc) and charges the same fare whether a journey of equal distance requires no changes - or three.

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