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NOTEPAD

150th ANNIVERSARY OF SWISS RAILWAYS

Work on the restoration of the two axle (0-4-0T) steam loco 'Zephir' has been completed at the workshops and depot of the EBT at Huttwil. The loco was bought by the Bodelibahn in 1874, two years after the opening of the line between Bonigen and Darligen. It ran for 42 years in the service of that line and its successors before working in industry until 1974 when its boiler was worn out. Later, it passed to the Luzern Museum. The loco was built by Krauss(290/1874). It measures 5.58 metres over buffers and weighs 15 tonnes in working order. Wheels are 800mm in diameter, valve gear is Allan link motion and the boiler pressure of 12 bar (about 170 lbs) produces a nominal tractive effort of 90 h.p. providing a maximum speed of 25 kmh.

The restoration was carried out with funds from the BLS, the SEVA lottery, the bank 'Credit Suisse' and others. The work was carried out not only by volunteers but also 22 unemployed people from the town of Berthoud who were funded by the Canton. A great deal of work on other locos held at the depot was also carried out.

The loco will be very busy during the anniversary celebration for it will appear at various locations with the replica of the 'Limmatt' and will help on the 'Spanisch -Brotli-Bahn' trains. But probably its finest hour will be when it returns to its home territory to take part in the 125th anniversary of the 'Bodelibahn' on 17 August 1997.

In the meantime, it will possibly be stored in the loco depot at Delemont where there will be locos on display next year.

Pendolino

Entry into service by Pendolinos on the Gotthard and Lötschberg lines has been delayed caused by the inadequate response by the gyropsopic sensors to the sharper curves on these routes than on those for which the equipment was designed. The problem is exacerbated by lack of straight track between curves in places as well as super-elevation in some spots.

Latest information available is that after further exhaustive tests, daily return services were due to begin on 29 September 1996 from Geneva to Milan and from Basel/Bern to Milan.

Accident at Courfaivre, Jura

Youngsters interfering with the closing of the

automatic doors on NPZ RBD4/4 2164 Porrentruy - Delemont distracted the driver and when the problem had been solved, he started without noticing that he had not got the road. Almost at the same time, Re4/4" 11304 running under clear signals from Glovelier to Delemont collided with the NPZ at about 45 kmh. 30 people were injured, two seriously.

Class 460 - Advertising livery

460-013 in overall white livery with ASCOM on the sides in red and the slogan in French on one side and German on the other, "connecting people", was named "Ascolini" at Bern Weyermanshaus on 6.9.96.

460-014 is now in white livery (from 21.6.96) advertising the Holderbank Cement Werke.

TGV services - Autumn 1977

SNCF and SBB authorities have agreed the Paris to Bern service shall be extended to Zurich. At the same time the "ARBALETE", Paris to Zurich via Mulhouse, will be cut back to Basel.

Foreign names on SBB stock

Class Re460 locos already carry the names and shields of towns in other countries ('Lillehammer' and 'Finse'). Now, 450-052 has been named 'Lottstetten', a town in German territory on the Schaffhausen to Zurich line. It joins two other Class 450 which bear the names 'Wien' and 'Osaka'. Two more 450s are likely to receive foreign names at the celebrations on 21 and 22 June 1997 for the hundredth anniversary of the Eglisau-Neuhausen line.

Ticket sales by Internet

The SBB is satisfied that techniques to provide a safeguard against fraud on the Internet will be sufficient to enable it to conduct a trial next year in association with IBM of ticket sales over the Internet.

Footplate rides

The SBB has decided that footplate rides can be a money spinner. Persons over the age of 14 will be allowed in the cab on certain services emanating from Lausanne, Geneva, Brig, Bern and Biel up to 31 May 1997, Mondays to Saturdays except holidays. The cost ranges from Sfrs 200 Biel to Neuchatel and return to Sfrs 500 Geneva to Bern and return.

Motive power, depending upon the service, includes class 460, class Re4/4"



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GEC Alsthom, Spain have delivered the first batch of four 920 Kw Am 4/4 841 shunters out of a total order of 40. Based on the Spanish RENFE Class 311, these diesel/electrics have four, three phase, asynchronous nose suspended electric motors giving a top permitted speed of 80 kmh. Weight is 72 tonnes and braking is pneumatic and rheostatic. Numbers will be 841-000 to 039.

SBB Coaching Stock Last year, the SBB rejected bids for tilting coaches because they were considered too high. Re-tendering this year has resulted in the award to a consortium formed by Adtranz/Fiat-SIG/Schindler which, although not the lowest bid, best met all requirements.

Tilting Trains Called the 'IC Neigezüge SBB' the tilt gear is based on the DBAG class VT611 electrically powered gear. The 24 seven car sets are to be in service by 2001 and will cut 20 minutes from the St. Gallen - Biel - Geneva run. The electrical equipment side will be based on the SLM 'Lok 2000' with a potential 1 hour rating of 5200Kw. Eight traction motors spread over six cars will enable the maximum axle load to be as low as 14 tonnes.

Modifications to track, catenary and signalling costing an estimated Sfrs.130 million is required which will come out of the Bahn 2000 budget. A maintenance depot at Geneva will cost another Sfrs.78 million and lengthening of some platforms to 400 metres to take pairs of trains accounts for another Sfrs.15 million.

SBB says that these costs can be traded off against the upgrade of the Olten-Biel-Neuchâtel line which will, presumably, no longer take place. If so, this leaves only the 46km Mattstetten-Rothrist project, which has recently been started, out of the four major upgrades envisaged in early Bahn 2000 plans.

Infrastructure work planned, in progress, or completed. A summary of such work, apart from that above, is as follows:-

Zug-Rotsee Completed: commissioned 2.6.96.

Onnens-Vaumarcus + Georgier doubling

Third track Wankdorf-Ostermundigen

Adler tunnel: 4.26Km. Muttentz-Liestal

Aarau: second double track tunnel and rebuilding of station. Well advanced. New tunnel in use while original refurbished.

Aarau-Rapperswil: track quadrupling.

Dietikon-Kilwangen/Spreitenbach: second pair of tracks.

Zürich-Thalwil: second pair of tracks

Basel: platform widening

Station modernisation: Morges: well advanced.

Olten: to commence.

Gotthard Basistunnel: Access shaft tunnelling at Sedrun started formally 29.5.96. Tunnel due for completion 2007.

Increase in loading gauge to accommodate double deck stock, for example, Vauderens tunnel to be replaced by a new one.

Special Livery Class Re460 460-035 and 036 in overall red livery have been emblazoned with an outline map of Switzerland on each side on which the SBB logo has been placed. Toward the end of each loco the slogan 'We unite the Swiss' in German, French and Italian has been painted in white.

Sleeping Car Services to Italy Coaching stock on the Basel-Bern-Rome and Rome-Geneva services had to be revised following an Italian Court Order that vehicles incorporating asbestos could not be allowed. MU and T2S vehicles, which can be used elsewhere in Europe until 1999, were withdrawn from the services and replaced by AB33.

Quiet vehicle trials A class 460 equipped with additional 'skirts' to reduce noise emission exceeded expectations on trial in Germany. The 460 is, in its unmodified form, one of the quietest locos in the world. (Opponents to high-speed railways on the grounds of noise, please note! AJP)

Zurich Enge: The station built with Gurtneilen granite is being cleaned to make it as good as new.

Romanshorn: Has lost its blue/white semaphore shunt signals.

RBe4/4: There are no longer any in green livery. By the time of the introduction of the 1998 timetable, all units will have been fitted with plug doors.

RABDe12/1: A start has been made on the refurbishing and updating of these 3 car units as R4 shopping becomes due. There will be technical improvements and the interiors will more closely approach the standards of the NPZs. Plug doors which, when closed, will need to be 'proved' before traction power can be applied, will be fitted. Some Sfrs 54 million will be saved by not replacing these units by new NPZs. Classification will be RABDe 510 with the power

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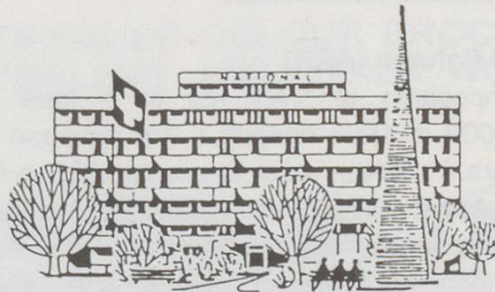
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cars numbered 100-135 and intermediate trailers 200-17. Work is in progress on 1106 which is due to re-enter service on 24.12.96.

De4/4 1679 of Rorschach has been transferred to Yverdon works for storage as one of the SBB's historic fleet.

The early Kolibri 2100 - 2183 have been given their computerised numbers RBDe560 000-083. Units 136-141 are to be converted to dual systems 25kV/15kV units RBDe 562 000 - 005 for the Basel-Mulhouse S-Bahn service.

A new rail speed record of 241 kph was established on 24th May in the Grauholz tunnel outside Bern using Re460 056/64/68 and Re465 002.

A filming special between Erstfeld and Biasca brought three Krokodil, 14253, 14305 and 13302, back to the Gotthard line freight duty on 13th and 14th August. The train was worked with both mid train helpers and as a triple header.

The freight-only line from Etzwilen to Singen was closed beyond Reilasingen from 30th May 1996. Reilasingen is being used by Hupac as the base for their 'Rollender Landstrasse' to Italy; trains are worked by Bm6/6 between Reilasingen and Etzwilen, being taken forward by either a Re4/4 + Re6/6 or a 2 x Re460 combination.

Brunig

Two second class coaches, Nos. 201 and 203, have been rebuilt to first class numbers 211/2 respectively. They are unusual in having at each side at the ends exceptionally long windows giving unrestricted view from the new style mixture of arm chair and couch seating.

OTHER STANDARD GAUGE

Arth-Rigi Bahnen (ARB)

The imposition of VAT led to a loss of Sfrs.466,000 in 1995 despite a 4% increase in passengers. However, receipts are up 26% so far this year almost certainly because of the success of the 125th anniversary celebrations and its star attraction, loco No. 7. (It has just been announced that Lok 7 will run from June 4 1997 for 115 days, starting from Arth-Goldau in the morning with a coach to Rigi-Kulm then operate as this year between Staffel and Kulm returning Arth overnight. Ed).

Bern-Lötschberg-Simplon (BLS)

The private transport company in Sweden, BK Tag, is taking advantage of the Swedish Government's policy of 'free access' to run its own trains and is considering the purchase of all the Ae4/4 and Ae8/8 no longer required by the BLS.

On 18 July 1996, a 3212 tonne freight train was worked over the Lotschberg with two SBB Re460 at the head and two BLS 465 cut into the train. Speed varied between 50 and 70 kmh. The capacity to control the train down the bank was of great importance: it is understood that the regenerative braking produced 13,000kw. (The classic driver's comment is that any fool can start a train but it takes an expert to stop it!)

The BLS successfully worked its 'monster' train over the Lötschberg on 18th July. The 3212 tonne train was powered by two Re460's with two Re465's as helpers.

With their own steam locomotive, GBS No. 3, undergoing repair, power for the summer steam specials from Bern to Interlaken has been provided by the Dampf Bahn Bern group from Laufen.

The eight EMU low-floor sets described by the acronym 'NINA' and ordered from the consortium Vevey/Waggonfabrik Talbot/Holec (see SE for June 96) are intended for service on the BN and GBS services commencing in 1999.

The separate companies which make up the BLS group will lose their identities in 1997 when they will be merged to form a unified BLS. In practical terms, this means little change as rolling stock never stuck rigidly to individual group lines in recent years but the separate lettering will disappear in due course.

Bodensee Toggenberg Bahn (BT)

Both Esa 936-031/2 have recently been overhauled and, in dark green livery, have been out-shopped from the SOB works at Samstagern.

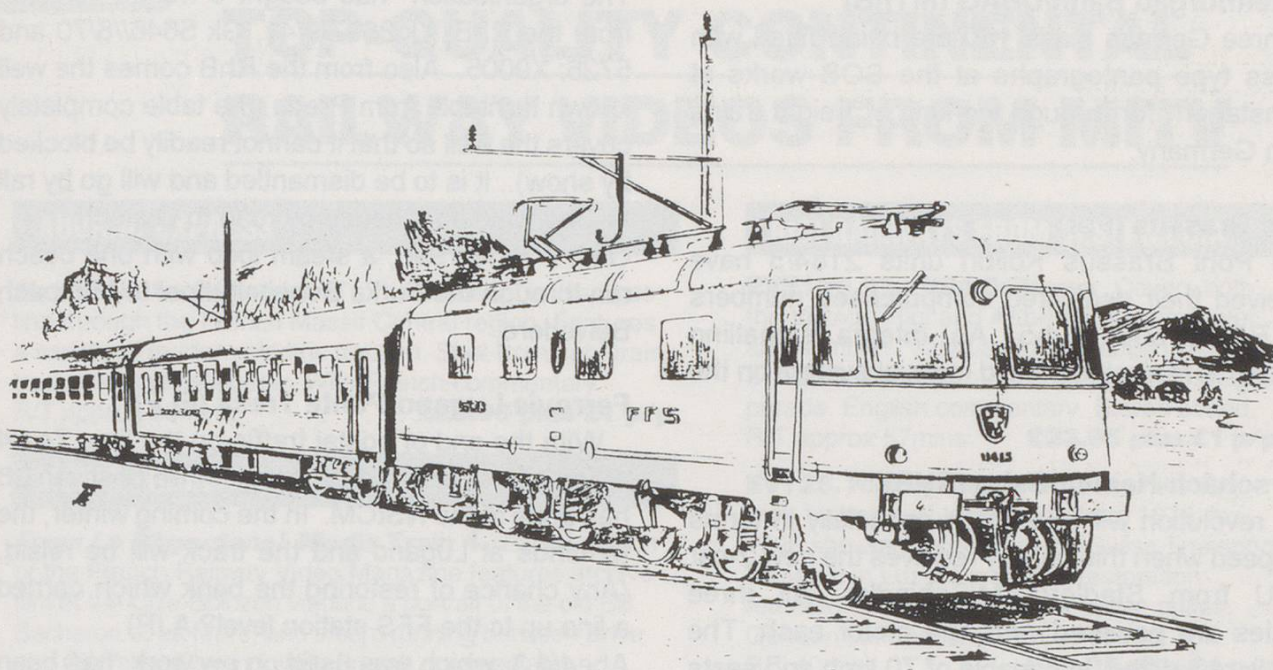
Emmental-Burgdorf-Thun Group (EBT)

It is expected that the three lines in the group will formally merge in the New Year.

Jungfraubahn (JB)

Always regarded as a 'private' railway, the railway is to float 25% of its equity on the Swiss stock exchange. In 1995, it carried some 500,000

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passengers and returned profits of Sfrs.16 million on revenue of Sfrs.95 million.

Mittelthurgau Bahn/DBAG (MThB)

Three German class 150 are being fitted with Swiss type pantographs at the SOB works at Samstagern for through working of freight trains from Germany.

Pont Brassus (Pbr)

The Pont Brassus Kolibri units 2184/5 have received their dedicated computerised numbers as RBD 568 384-5. An Integra signalling system is replacing the old manual system on the line.

Rorschach-Heiden-Bahn (RHB)

A revolution will take place especially in terms of speed when this railway receives the new 2-car EMU from Stadler/SLM/Schindler. All three bogies are powered with one motor each. The unit is rack fitted, is capable of 70 kmh and seats 76 second class. Fold down seats are available for another 18 passengers. It is able to push other vehicles up to 50 tonnes in weight.

Sihltal Zürich Uetliberg Bahn (SZU)

For six evenings at the end of July, three Zürich-Luzern semi-fasts were routed over the Sihltal line, as were two holiday trains to Italy on Friday evening 26th July.

Südostbahn (SOB)

Re446 448 has been turned out in a predominately white 'Telecom PTT' advertising livery.

METRE GAUGE

Berner-Oberland-Bahn (BOB)

Abdeh4/4 301 which worked for many years on the Meiringen-Jnnertkirchen-Bahn has been broken up.

Doubling and re-alignment of the 4.5Km of track between Gsteigwiler and Zweilutschinnen has begun. Completion is scheduled for 1998.

Chemins de fer Electrique Veveysan (CEV)

Bt224 was burnt out on 11.6.96. The steel body was so badly damaged that it is thought that only one end and the bogies would be useable should it be rebuilt.

Dampfbahn Furka Bergstrecke (DFB)

The new station at Realp is under construction and is due to come into use in 1997.

The organisation has bought 8 freight vehicles from the RhB; Lk.8637/9/41, Gk 5646//8/70 and 5726; X9005. Also from the RhB comes the well known turntable from Preda (the table completely covers the well so that it cannot readily be blocked by snow).. It is to be dismantled and will go by rail to Oberwald and thence by road to Gletsch.

On 11 June 1996, a steam loco with one coach ran through the Furka Scheiteltunnel to Muttbach Belvedere.

Ferrovie Lugano-Ponte Tresa (FLP)

With the end of postal traffic on the line, Ze4/4 4 Tresa has been put into store, while post van Z8 has gone to the NStCM. In the coming winter, the terminus at Lugano and the track will be relaid. (Any chance of restoring the bank which carried a line up to the FFS station level? AJP)

Abe4/4 3, which was used on pw work, has been lent to the preservation group on the RhB Castione-Cama(Misox) line.

Nyon-St.Cergue-Morez (NSt.CM)

Has obtained a small four wheel tractor, Tm 80. for pw work. Source is not known at present.

Rhätischebahn (RhB)

1930 built restaurant car, WR 3812, has undergone yet another transformation. The interior has been refurbished in the luxury of the 1920s style and externally it has been painted in a striking blue livery. The car is named 'Gourmino'.

Passenger services introduced on the Misox line (Castione Arbedo-Cama) are run by the 'Associazione Amici Ferrovia Mesolcinense' (friends of the Misox railway) with rented Appenzeller -Bahn Abe4/4 42 dating from 1912 which has been joined by Ferrovia Lugano-Ponte Tresa Abe4/4 3 of 1954. A 4-wheel coach from the RhB works fleet, X9086, has been obtained and is being fitted with seats from the Appenzeller-Bahn

On 22 August 1996, a freight van in advertising livery and bearing a couple of chickens and the logo of Zurich insurance was launched onto the rails of the Graubünden. (How soon will the model version appear on the market?).



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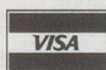
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Like all the other railways in Switzerland, the RhB has suffered from declining passenger and freight traffic, the former almost certainly caused by the excessively hard Swiss franc deterring visitors from abroad. However, this railway has never failed to meet a crisis and has launched a company in association with the Graubünden Tourist Board called 'Graubünden Tours'. In effect, this takes over and expands the work of the earlier 'Rhatia Tours' and it is adopting an aggressive marketing stance aimed at the home market as well as abroad. It is good to note that steam traction will continue to play a part and, hopefully, unlike so many other railways in Switzerland, the steam programme can be announced well in advance so that members can plan their visits to take advantage not only of this programme but of any other special events which might be taking place.

Martigny Châtelard (MC)

The first set of the new fleet 2-car panoramic units built by Vevey/Adtranz/SLM, Bdeh4/8 821 + 822, was officially unveiled at a function in the depot at Vernayaz 20th August 1996. The other MC set will carry numbers 823 + 824; the three SNCF units will be numbered 801-806. These stylish units operate on either third rail or OLE and will run through from Martigny to St. Gervais in France (passing through Chamonix) without the need for passengers to change trains at Vallorcine.

On the previous weekend, a local preservation society was operating vintage railcar ABDeh4/4 15 between the goods yard and the depot at Vernayaz passing in front of the station building at Martigny in what is normally a busy public road. At Vernayaz, Bdeh4/4 32 of 1921 and Te2/2 91 of 1962, both normally out of sight in the depot, were on display.

Waldenburgbahn (WB)

Bde4/4 2, sold with numbers 1 and 3 to the Mariazellerbahn in Austria, was never used there. It has been sold again and is undergoing a transformation at Mittenwalder Gerätebau AG in Germany into a diesel-electric railcar for the narrow gauge system based at Zittau in eastern Germany.

Wohlen-Meisterschwanden (WM)

Once before, passenger rail services were replaced by buses and there have been many other threats over the years. Buses will replace passenger trains after the end of the current timetable. It is doubtful, given the number of regular passengers apart from school-children, whether passenger rail services will ever run again.

TRAMS and LIGHT RAIL

Basler Verkehrsbetrieb (BVB)

Route 14 is to be transferred from the BVB to the BLT.

Consideration is being given to strengthening cars 659-86 by inserting a centre section. The units would operate on Route 6.

Doubling the track between Binningen Schloss and Oberdorf at a cost of Sfrs.9.5 million has started.

Verkehrsbetriebe der Stadt Zürich (VBZ)

Plans for a 13 km light railway to link Dübendorf - Wallisellen - Opfikon - Flughafen and Kloten have been announced by Canton Zürich. 28 LRV would operate the service. If plans come to fruition and funding of Sfrs 558 million can be raised, the line would open in 2005.

Only three sets of the Swiss standard trams remain in service on this system being 1408+756 and 1409+757 on route 5 and 14100+761 on route 6.

Bern (SVB)

Shortage of funds has led to the postponement for five years of the purchase of new trams. Swiss standard 720/3/6 are being refurbished for further service.

The mechanical, gantry-mounted shunt signals at Romanshorn have been replaced.

International

The ÖBB have pulled out of the DACH consortium. They have taken on operation of the overnight 'Weiner Walzer' service using its share of the new fleet. DACH services are now restricted to the Zürich-Hamburg and Zürich-Berlin routes.

GENERAL

The Federal Government is apparently considering tightening up security systems on the

57 'private' railways to which they are responsible for grants. Suppliers of modern interlocking systems, including short block section control and radar speed detection devices are being sought. Following responsibility for regional trains passing from Federal authorities to the cantons, the question of replacing lightly used local trains by buses is being considered. Services mentioned are SBB Langenthal-Burgdorf and Kerzers-Lyss. EBT Moutier-Solothurn has long been under threat but the company is looking at the possibility of using a Stadler light weight GTW 2/6. Somewhat surprising is that Summiswald-Huttwil and the beautifully situated funicular from Ligerz to Tessenberg are under consideration.

Escher-Wyss A.g., Zürich According to a report in 'Continental Railway Journal', this famous works so closely associated with the man whose name it bears and the Gotthard (see our booklet on the history of the Swiss Federal Railways), has fallen on hard times. One item of interest, near the works and the back door of the Technopark is 'Tigerli' ex von Moos, Emmenbrucke No. 3, ex SBB 8410 (SLM 1359/00).

PRESERVATION

The 'Churchill-Pfeil' Rae4/8 1021 has been released from Samstagen works after overhaul.

According to the LCGB Bulletin, Vapeur Val de Travers (VVT) is hiving off to a splinter group, Transcontinental S.A. It has taken responsibility for ex SNCF 4-8-2 No.241 A65 which was moved to Fleurier before going to Meiningen works in Germany for putting into running order. It is understood that ex SNCF 4 - 8 - 2 241 P30 has been acquired and that ex DB 01 - 1104 and ex SNCF Pacific 231 K22 both from Carnforth, will also go to the group which seems also to have obtained some ex DR Class 52 now at Görlitz in eastern Germany.

INDUSTRIAL

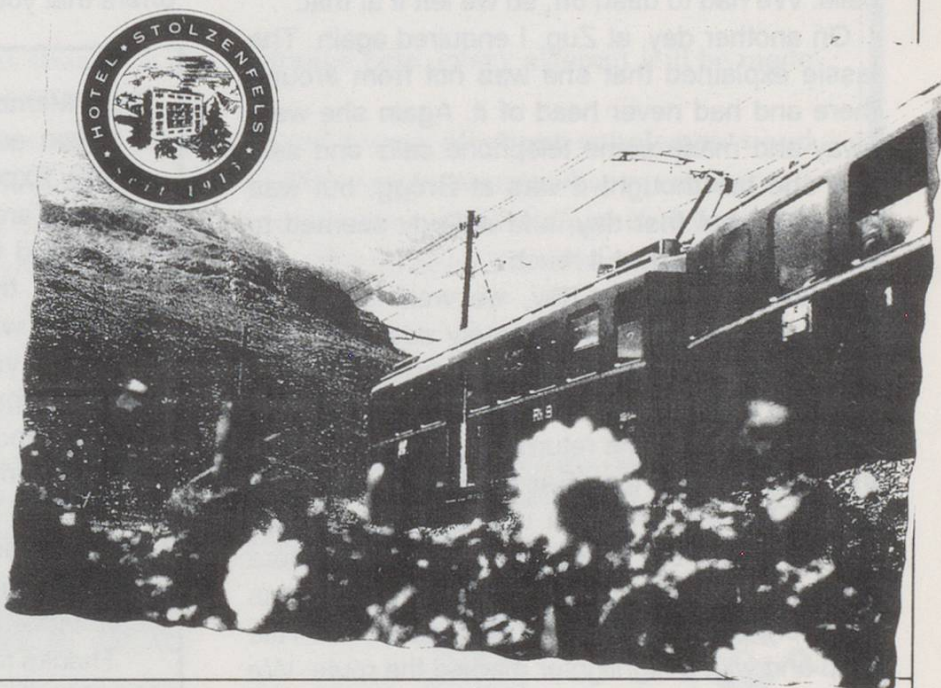
The Lokoop Ae477's have been passed for operation over the Wil-Wattwil-Rapperswil and Zürich Altstetten-Wädenswil sections of the SBB, allowing them to cover all normal SOB and BT routes.

Fascination

RHAETIAN RAILWAY

It is really a very special landscape which presents itself to the natural lover. And it is also a very special adventure for every fan of railways. It is simply one of the most beautiful ways to travel through the Swiss mountains.

The Hotel Stolzenfels in Davos has organized for many years in cooperation with the Rhaetian Railway the popular train adventure weeks for its guests, the so-called "Fascination Rhaetian Railway". Would you like to share this fascination with us? Then please request our information on dates and prices from the address indicated below. We are already looking forward to welcoming you as our guest!



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