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Swiss Federal Railways (SBB)

Stadler is receiving Te^{III}178 and Tm^{IV}8765 to act as prototypes for conversion to radio control

The heizlok which stood for many years at the end of a long spur at Aarau is said to have gone to Thun. Its service number was 10424.

The last unnamed RBDe4/4 *Kolibri*, 2167, was named *Mägenwil* at the end of August 1993.

It is the intention to withdraw about 4800 goods wagons in the course of the next three years. The bulk of these will be Gs vans.

The new electrified line between MuttENZ yard and Basel Dreispitz was opened on 17 January by Re460 048 and a *Panoramawagen* heading a goods rake. Bm4/4 18441 headed a commemorative train over the old line.

Ee3/3^{IV} has been outshopped from Yverdon as Ee 934 553.

The winter has seen a considerable number of test runs, some involving the Re460s, some not. One of the latter involved an Ae4/7, 2 x EW-IV, 2 x Habils, 2 x Sgss and 2 x Sd on noise tests between Märstetten and Müllheim, while another was worked by an Re4/4^{II} at up to 110 km/h with a test coach and an Em 831 on stability tests. 14 December saw an SNCF Z2 EMU on test between Genève and La Plaine, stopping at all stations.

Eem6/6 17003 will not now be converted to diesel-only operation, as all the others of the class have been.

Re4/4^I 10018 has been transferred from Bellinzona to Lausanne.

On 4 January, train 448 Buchs - Zürich was worked by Ae4/7s 10945 + 11016 (in multiple), instead of the diagrammed Re4/4^{II}.

460.006 carries the inscription *AlpenSprinter*, with a stylised mountain, filling the body-side between cab and the big arrow.

The Siemens/DB *Eurosprinter*, 127.001, covered most of Switzerland during February, working both passenger and freight trains. Arrival in Switzerland was on 6 February, via Schaffhausen. After cleaning and driver instruction in the morning of 7 February, it worked

train 1740 from Zürich to Bern and returned to Spiez piloting train 2443. The next two days were spent on the BLS, on 8 February between Frutigen and Blausee-Mitholz on adhesion/traction tests (an SBB Re460 was not available for comparison testing) and on 9 February working IC 332 Spiez - Bern, 829 Bern - Brig and piloting IC 834 Brig - Spiez. On 10 February it operated a press trip Spiez - Kandersteg - Spiez, ran light engine to Thun and then piloted the booked loco on freight 53328 Thun - Basel RB. 11 February saw the loco working piggyback train 42721 Basel - Chiasso (with Re 460 over the Gotthard) and IC 56 *Ticino* Chiasso - Zürich. 12 Feb saw it working 712 Zürich - Genève, 725 back to Zürich and piloting 1540 Zürich - Lausanne. After a couple of days off, on 15 February it worked 321 Genève - Domodossola, 330 return, then piloted 1893 Genève - Bern (EW-III push-pull set). 16 February was spent on a PR exercise Bern - Kerzers - Lyss - Zollikofen - Spiez - Bern, while its last day it worked between Zürich and St Gallen/Chur on IC 707 Zürich - St.Gallen, 720 St.Gallen - Zürich, 1769 Zürich - Chur and 1784 Chur - Zürich. The loco returned the way it had arrived, via Schaffhausen, on 18 February.

The first timetabled 2000-ton freight train worked over the Gotthard on 8 February. The new maximum weight, which results in a train length of up to 650 m, is made possible by the new traction concept of double-heading from Basel and the rebuilding of the track layout on the route.

The SBB is a shareholder in *Swissmetro*, a revolutionary scheme to build an underground Maglev system linking Bern - Lausanne - Genève and Zürich - St.Gallen, presumably with a link between both routes. Trains would run at speeds up to 500 km/h.

The SBB and BLS are jointly funding a remodelling of part of Brig station to take advantage of the doubling of the Lötschberg.

The improvement of the Seetal line involved the provision of 3.5 km of new line, 620 metres of which will be in tunnel between

Emmenbrücke and Waldibrücke. This will avoid the present reversal at Emmenbrücke and eliminate a lot of roadside running.

The new double track tunnel at Aarau was due to open on 24 April 1994, together with new platforms 4 to 6. The old tunnel will close for refurbishment and all four lines should be in service by 1997.

A Sfr.34 million rebuilding programme is to start at Basel involving platforms and other facilities in preparation for Bahn 2000.

From the start of the summer timetable, buses will replace the local trains on the Lyss - Solothurn line, which will remain open for freight.

The two Krupp built G1204 class locomotives, Am4/4 842-000 and 001, previously rented by SERSA, Zürich for pw work, have been purchased by the SBB. A third remains in the hands of SERSA. The SBB will carry out detail modifications.

Brünig

The remainig unmodified Deh4/6 have been allocated the following numbers:

Old	New
901	Deh120.006
902	Deh120.007 *
904	Deh120.008
909	Deh120.009 *
911	Deh120.010
914	Deh120.011
916	Deh120.012

* Now withdrawn

A panoramawagen being built by Schindler is expected to be delivered in the autumn.

Postal vans are changing. Z61 and 62 for use between Luzern and Stans or Sarnen werew introduced in December 1993 and have a white livery with a yellow band at floor height with *Die Post* in black just above it. No rack equipment is fitted.

Bern-Lötschberg-Simplon (BLS)

It was anticipated that the end of April would seen delivery of the mechanical parts of the first Re465 from SLM Winterthur to ABB Zürich-Seebach. There are to be a number of technical differences between the BLS locos and the Re460s of the SBB. The end of October should see the first loco delivered to

the BLS. The remaining five will be delivered in the spring of 1995, enabling the class to operate expresses between Bern and Domodossola in the summer 1995 timetable.

De4/5 796 has been sold to the Vapeur Val-de-Travers (VVT).

SFr 150 million has been allocated to the lorry corridor over the Lötschberg.

Private Standard Gauge

Martigny-Orsières (MO)

Shunter Em2/2 514, built by SLM in 1927 and previously SBB 101, was sold for breaking up in 1993 but is still in Vernayaz SBB station.

Mittel-Thurgau-Bahn (MThB)

The first modernised train ABDe 536 612 + Bt 50 46 29.33 202 arrived at the beginning of February.

Oensingen-Balsthal-Bahn (OeBB)

The ex-DB class 425 set has been sold to a private individual in Tübingen, Germany. The company would like to buy BLS ABDe4/8 743-45 (previously 741-43).

The OeBB RBe2/4 *Red Arrow* will be in operation on 26 June. It will leave Balsthal at 09:42 for Schaffhausen, travelling via Pratteln and Eglisau, arriving at 12:44. It will leave Schaffhausen at 16:18 and travel via Andelfingen, Winterthur, Wettigen, Lenzburg, Zolingen and Olten, arriving at Balsthal by 19:28. The fare will be Sfr.100.

It is intended that the De4/4 acquired from the SZU will be returned to its original condition as SBB RFe4/4 601 for the 1997 celebration.

Sihltal-Zürich-Üetliberg-Bahn(SZU)

BDe4/4 91 + Bt 191, recently rented to the Chemin de fer du Jura (CJ), (not sold, as reported in *Swiss Express* 4/1) has been sold to the Austrian Steirische Landesbahn for their Peggau - Ubelbach line near Graz. For several years this line used the ex-SOB BDe4/4 62.

The SZU has disposed of De4/4 51 to the OeBB. This will be its fourth home, having come from the SBB via the BT and the SZU. It is understood that BDe4/4 11 and 12 with Bt 111, B 213 and X 322 (match truck, built 1874) are to go to Olten to be broken up.

Südostbahn (SOB)

The SOB is forming a joint company with the MThB following the purchase of a further four ex DR class 142 locomotives, so that the pool of locomotives can be operated more efficiently. The SOB has also increased its technical cooperation with the SZU.

Tramway du Sud-Ouest Lausannoise (TSOL)

There were 8.3 million passenger journeys in 1992. Five more articulated sets have been ordered from VeVeY Technologies to increase capacity by a third to handle 12 million passenger journeys and give a service interval of 7¹/₄ minutes.

Metre Gauge Matters

Aigle-Orion-Monthey-Champéry (AOMC)

Severe weather conditions have swept the whole of Europe this year. On 28 January a gust of 200 km/h swept the 14 tonne Bt 32 on the first train of the morning off the track near Villy and toppled it over. Perhaps the practice of the West Clare Railway (Ireland) of putting concrete blocks under the seats in severe weather might be considered!

One of the ex-Brünig Aussichtswagen (By 881) will go to the AOMC, to match By 884 which went to the Aigle-Sépey-Diablerets (ASD) (*Swiss Express* 4/1).

Appenzeller Bahnen (AB)

The new locomotive, Ge4/4 51 by Stadler/SLM/ABB arrived at Herisau on 16 February 1994. It can handle 2000 tonnes on a 37% grade and has a rating of 1000 kw. With a weight of 47 tonnes it has a top permitted speed of 75 km/h. It is fortunate for locospotters that there is only one, since the number, placed low on the black skirt below the SBB red livery, is a good eye test.

Former SGA B2 124 (originally a Brünig line C3) has been sold to the DFB.

Bière-Apples-Morges (BAM)

An interesting illustrated article about this line appears in the February 1994 issue of *Light Rail and Modern Tramway*.

Chemins de fer Fribourgoise (GFM)

Chemin de fer des Montagnes Neuchâteloises (CMN)

Chemin de fer du Jura (CJ)

Trials have been carried out with CMN BDe4/4 6 coupled to the wider CJ Bt 721 on the Ponts de Martel line of the CMN.

More cooperation in purchasing between the smaller companies has led to the placing of an order for one Be4/4 for the CMN and two Be4/4 plus three Bt for the GFM metre gauge. The CJ wished to purchase four Be4/4 + ABt, but it is unclear whether finance is available.

Dampfbahn Furka-Bergstrecke (DFB)

This line suffered severe damage in last September's floods, being flooded up to 5 metres deep in the narrow valley above Realp. It hopes to run steam services between Realp and Furka from 26 June to 9 October 1994.

Ferrovie Lugano-Ponte Tresa (FLP)

The FLP has bought a new tractor, Tm 1 from Gleismac Italiana. It is clearly a Jack of All Trades, having a crane fitted as well as a sizeable crew compartment. It can also act as a snow plough.

Its arrival puts out of business the oldest surviving FLP railcar, now Xe4/4 3, dating from 1912.

Forchbahn (FB)

Delivery from SWP/SIG/ABB of Be4/4 51-8 has caused BDe4/4 10, built 1947, B119 (ex TL) and B 120-1 (ex OEG) to be declared surplus to requirements. The new sets are single ended but have doors on both sides.

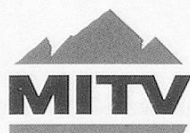
Gornergratbahn (GGB)

The increased popularity of this line, which enables one to view the highest peak in Switzerland, Dufur on Mount Rosa, is shown by recent statistics. In 1899 34,000 people made the ascent, in summer. In 1992 there were 553,734 passengers in summer and 3,184,043 in winter.

Jungfraubahn (JB)

Wengernalp-Bahn (WAB)

These lines are to form a holding company to manage the reorganisation of the lines, which will then operate as two separate companies within the group.



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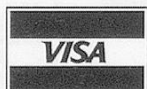
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Luzern-Stans-Engelberg (LSE)

The LSE has purchased Tm^{II} 734, built 1964, from the SBB. It has gone to Olten for conversion to metre gauge. When the conversion has been completed this summer, it will go to Engelberg where it will replace the old tractor 101, and carry the same number.

Martigny-Châtelard (MC)

The cross-border dispute continues. Both the MC and French St Gervaise-Vallorcine (StGV) wish to see the *Metro des Alpes* come into being, with through running between St.Gervaise in France to Martigny via Chamonix without the change at Vallorcine.

In return for assistance with the financing of rolling stock, Canton Valais has given an assurance to the Federal Government that it will not seek road improvements between Le Tretien and Finhaut for ten years. The French local authority Rhone-Alpes, also wants the improvement but the department of Haute-Savoie, which controls the subvention funds, is not prepared to honour the agreement already reached.

Without this, the economics of bulk purchase of the six BDeh 4/8 sets, needed to run an effective service, four to run two pairs of services daily, the fifth for strengthening and the sixth as reserve, are unsatisfactory. The MC is, in the meantime, going ahead with modifying its stock to enable the railcars to run in multiple on adhesion sections so that through working to Chamonix can be undertaken.

Montreux-Oberland-Bernois (MOB)

According to the *International Railway Journal*, a new 42 Km metre gauge line is planned between Gstaad and Sion. Private interests would be involved with the MOB, which would operate the line.

BDe4/4 16, built 1905, has been withdrawn for preservation and is stored at Hub-bei-Krauchthal.

Nyon-St.Cergue-Morez (NStCM)

A long and well illustrated article on this line appeared in the April 1994 issue of *Light Railway and Modern Tramway*.

Regionalverkehr Bern-Solothurn (RBS)

The eight low-floor intermediate trailers to be delivered by SWP later this year will include

a first class section.

Rhätische Bahn (RhB)

We learn from the RhB that work on the diversion of the Arosa line by means of a tunnel under the Mittenberg is unlikely to begin before 1997 due to financial restraints imposed by the Cantonal and Federal governments. In the meantime, tests are to be undertaken in connection with the voltage change on the line. It seems that traffic congestion will continue for the rest of this century and we will be able to watch the railcars meander along the Plessur-quai. The use of the Ge4/4's over this route will probably be delayed unless some way of safely accommodating the higher ac voltage over the road section can be devised. There is a very considerable difference between 2000 V dc and 11,000 V ac.

From mid January a coach containing an automatic dispenser of drinks and food has been provided, in co-operation with SSG, between Landquart and Davos. This fulfils a demand for refreshments on this service, which is too short to justify a restaurant car. Named the *Schwelle-Kafi Wagen*, it bears a complicated design of mountains and animals. We await the model from Bemo.

The heavy winter raised the loading of the car carrier trains. They even ran over the Bernina line.

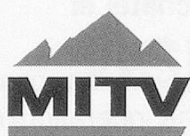
Winter traffic reached such levels that the Pullman saloons had to be put into revenue traffic. As1141 and 1142 were used on St.Moritz services and As1143 was used in an Oberland line local set! Other unexpected stock included a FO *Panoramawagen* in a main line formation.

Bernina EW IV BD2475 has been used as a test and mess coach behind Ge4/4^{III} 641.

Baby Krok Ge6/6^I 413 has bent a side rod and is out of action in Landquart works. In view of the imminent arrival of the Ge4/4^{III}s and the subsequent withdrawal of this class from regular service the speculation is that it will not be repaired, but used instead as a source of spares for the other four historic machines.

SA des Transports Emosson-Barberine (SATEB)

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Chur-Arosa (ABDe 4/4) (RhB Arosa Line)

Gossau-Wasserauen (BDe 4/4) (Appenzell Railway)

Zweisimmen-Montreux (GDe4/4) (MOB Railway)

Rapperswil-Luzern (SOB Re 4/4) (Sud-Ost Railway)

Lugano-Luzern (SBB Re 6/6)

Zermatt-Gornergrat (Bhe 2/4 motor coach)

Wengen-Grindelwald (BDhe 4/8 motor coach)

Geneva-Delemont (SBB Re 4/4 ii)

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SR13 Die Tauern-Bahn

SR14 Die Brenner-Bahn

SR15 Die Mittenwald-Bahn

SR16 Die Ausserfern-Bahn

SR17 Die Drautal-Bahn

SR18 Die Pustertal-Bahn

SR19 Die Westbahn Teil 1

SR20 Die Westbahn Teil 2

SR21 Die Westbahn Teil 3

SR22 Die Westbahn Teil 4

SR23 Die Südbahn Teil 1

SR24 Die Südbahn Teil 2

SR25 Die Südbahn Teil 3

SR26 Die EnnstalBahn Teil 1

SR27 Die EnnstalBahn Teil 2

SR28 Die EnnstalBahn Teil 3

SR29 Die Donauuferbahn Teil 1

SR30 Die Donauuferbahn Teil 2

SR31 Die Erzbergbahn

SR32 Die Salzkammergutbahn Teil 1

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SR2 Mariazell Line

SR3 Arlberg Line

SR4 Narrow-gauge Expedition (76cm)

SR5 Transalpina Saga Part 1

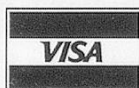
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Château d'Eau - Emosson railway and its mini funicular, a study is being undertaken to provide a more powerful motor to increase the rate from 1 metre per second to 2 m/s, raising the capacity to 200 persons/hour, running at 20 minute intervals. What a relief this would be to the queues that build up on fine days - and what a success for the company which began life as a preservation body in the early 1970s.

Wynental-und Suhrentalbahn (WSB)

Be4/4 7 and 8 have gone to the Austrian Stern und Hafferl line at Gmünden to join other vintage stock from the AB, BTB, SeTB/AOMC, TL/TB and VBW.

The new workshops at Schöffland, which will deal with repairs for the whole system, opened in December 1993.

Tram Topics

Basler Verkehrsbetriebe (BVB)

445 and trailers 1333, 1451/6 have been "decorated" with pop-art liveries for the Theater with sponsorship from Migros and the Kantonalbank.

A new curve is to be laid in at Bankverein to enable route 15 to run Bruderholz - Bankverein - Wettsteinbrücke - Mustermesse.

A new turning circle is to be built at St.Louis Grenze.

Regionalverkehr Bern-Solothurn (RBS)

Bern is considering the possibility of extending line G over the Kirchenfeldbrücke to Casinoplatz. Direct connection with the Hauptbahnhof is still the objective.

Transports Publics Genevoise (TPG)

Route 13 is due to open on 1 January 1995. Extensions are planned so that in addition to routes 12 and 13 there will be:

14 Bachet (terminus of route 13) - Les Palettes - Cornavin - Les Nations.

15 Moillesulaz - Bel Air - Cornavin - Les Nations.

What a pity the old tram rotunda at Cornavin has gone.

Studies of the conversion of the SNCF Annemasse to Eaux Vives line to light rail and its continuation over the now metre gauge line to Cornavin show that 5 million passengers a year could be attracted to the 25 minute journey.

Transport en commun de Neuchâtel et environs (TN)

The centenary of the lines will be commemorated in the autumn by the operation of vintage trams 45+112, 73+114 and 583.

Verkehrsbetriebe der Stadt Zürich (VBZ)

Articulated unit 2052 and trailer 2403 are in overall advertising livery for the Schauspielhaus.

1930s centre entrance Be4/4 1346 has been withdrawn to provide parts for 1321/6/30/50.

Revenue stock at 1 January 1994 comprised bogie cars 1360-6/8-70/81/84, 1401-6/8-30 and articulated sets 1601-726, 1801, 2001-121, 2301-15, 2401-35.

Sachsitrām operating days are 4 and 18 September.

To celebrate the centenary of the first Zürich electric tram, a special half-hourly service will operate between the Hauptbahnhof and the Tramway Museum on the first Saturday of each month until 1 October. On the same days the Verein Tram-Museum Zürich (TMZ) depot at Wartau will be open from 14:00 to 17:00 and each Wednesday from 19:30 to 22:00. Afternoon services will run half-hourly from Pestalozzi-Anlage 1 to Wartau, starting at 13:30. The last tram from Wartau is at 17:00. This is twice the frequency provided in previous years.

Steam Notes

Classic Rail

A company called *Classic Rail*, possibly an associate of *Classic Air*, which operates Dakotas, has been running trains of four ex-SBB coaches hauled by the restored Solothurn-Münster-Bahn Ec4/5 11 (SLM 2160/1911) over the old Hauenstein line between Olten, Laufenfingen and Sissach.

Dampfbahn-Verein Zürcher Oberland (DVZO)

DVZO steam locomotives are being named as follows:

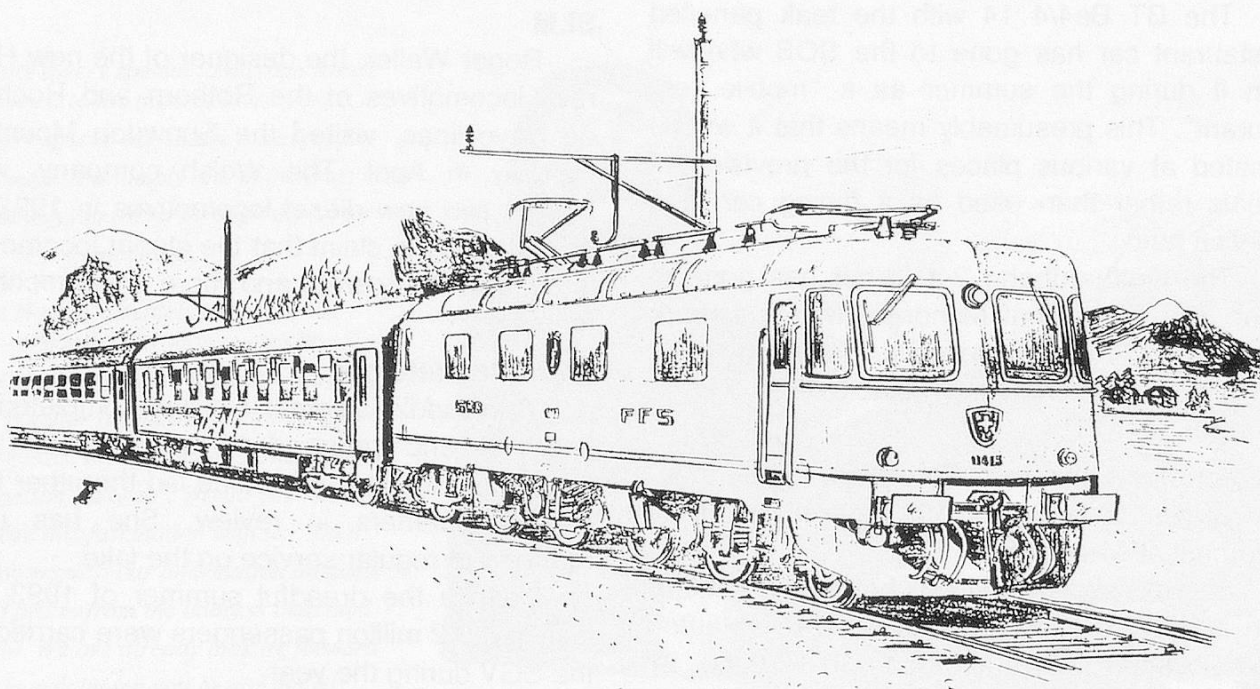
Ed3/4 1 *Wetzikon*

Ed3/4 2 *Hinwil*

Ed3/3 401 *Bauma*

Ed3/3 8518 *Baretswil*

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Oswald Steam Centre (OSS)

The liquidators have been actively disposing of the stock to good homes.

The BT Be4/4 14 with the teak panelled restaurant car has gone to the SOB who will run it during the summer as a "mobile restaurant". This presumably means that it will be located at various places for the provision of meals rather than used as a dining car in a service train.

The Gotthardbahn 2-axle car has gone to Club San Gotardo at Mendrisio which plans to operate it on steam specials, hauled by their E3/3 on the Mendrisio - Stabio line once a month.

Regionalverkehr Bern-Solothurn (RBS)

Steam loco G2/2 No.101 has returned from overhaul at Meiningen.

Steam specials will run between Worblaufen and Worb in the morning and Worblaufen and Solothurn in the afternoon on 12 June, 21 August, 18 September and 16 October.

Städtische Verkehrsbetrieb Bern (SVB)

Steam tram G3/3 No.12, with a trailer, has been transferred from the Technorama at Winterthur to take part in the centenary celebrations of the Wabern - Bern and the RBS Muri line.

General

ACMV/Vevey

This company has received a design and build contract from Matra, France, for the prototype aluminium bodied VAL 208 set to be delivered to Lille for testing in 1994.

Deutsches Reichsbahn (DR)

The demand for the successful DR class 142 locomotives is growing apace. In addition to 142.130/50, tested on the EBT, MThB and SOB from December, 142.042 is at Samstergen on the SOB. Apparently they are not fitted with "electric brakes" and this is to be rectified there. The hire of two more is envisaged.

The MThB proposes to hire six of the class and two more are required by its sister organisation, Reisbüro Mittelthurgau. This makes a total requirement of 13. There is a hint that the GFM is also interested.

SIG

SIG have bought three BR sleepers for research into body design.

SLM

Roger Waller, the designer of the new H2/3 rack locomotives of the Rothorn and Rochers de Naye lines, visited the Snowdon Mountain Railway in April. The Welsh company, who bought two new diesel locomotives in 1992, is considering the claim that the steam locomotive is cheaper to operate and more environmentally friendly.

Vierwaldstättersee

The paddle steamer *Uri* has completed its overhaul and returned to service on Lake Luzern on 30 April, when she led the other four paddle steamers in review. She has now returned to regular service on the lake.

Despite the dreadful summer of 1993, no less than 2.2 million passengers were carried by the SGV during the year.

SBB Stock Changes

New locomotives up to the end of February 1994:

Re4/4 450.070, 071, 072, 073
Re4/4 460.069, 071, 073, 074, 075, 076,
077, 078, 079, 081
RBDe 560.100, 101, 102, 103, 104, 105
(4th series of NPZ)
Am 842.001
XTms 85400, 85700, 88101, 88400, 88700,
88701 (Self-propelled cranes)

Withdrawn:

Re4/4^I 10024
Be4/6 1616
BDe4/4 1635
Ae4/7 10926, 10928, 10932, 10946, 10959,
10992
Te^I 43
Tm 403, 894
Tm^I 438
Tm^{II} 607, 636, 734
Deh4/6 120.007, 009 (Brünig)

Swiss Layouts on View

Lenz

17 Sept. GRS Exhibition, Oxford

Via Mala

17 Sept. Reading (Earley)