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Notepad

Swiss Federal Railways (SBB)

A slightly unexpected working for a Re 460 was observed on Thursday 16th June when 460.007 was seen on the afternoon mixed from Neuchatel to Travers.

The next Re 460 to carry advertising livery is expected to feature Märklin, and will doubtless be joined by numerous 1:87 scale replicas. Following this will be the chemical company Ciba-Geigy, eventually it is hoped that up to 12 of the class will be similarly decorated.

The main use of Re 460s over the Gotthard line appears to be freight, with the locomotives operating in pairs.

Just after midnight on 7 May 1994, an empty stock train from Dübendorf collided with a S9 service from Dietlikon on Neugut Viaduct. The driving trailer of the empty stock train together with the following AB coach were derailed and Re4/4 450.052 and the following double deck coach on the S9 train overturned. The line between Dietlikon and Stettbach was closed for 48 hours.

It is understood that the SBB is looking to make savings on the purchase of new diesel locomotives and is evaluating a Spanish RENFE class 311.1 BoBo.

Re4/4 460.078 was exhibited at Hannover from 20-27 April 1994 together with a panorama and saloon coach.

Following the controversial report to the Transport Minister, Herr Oggi, a document has been issued requiring the SBB to prepare a commercial case for the renewal of its mandate on 1 January 1995. It has re-organised its activities to separate operations and infrastructure; operating divisions will become cost centres. The government wants to see internal track charging for users. It is also understood that the Government wants the SBB to run regional services only where they break even. The SBB wants regional services to be run by regional railways, leaving only trainload freight and Intercity services in their own hands. One can guess what the next move might be.

There is another twist to the regional services run by the SBB. The Federal government which hitherto met all losses on such

services, wants the Cantons to accept responsibility for their share, as they do with the "private" regional railways. This means that the Cantons will consider jointly what services can be supported by their budgets, which might lead to a deterioration of rail and bus services. This could have a knock-on effect on the Taktfahrplan, which seems on the point of breaking down anyway.

The SBB board has approved plans for a 7 km double track tunnel from Wiedikon to Thalwil for use by 200 km/h passenger and freight trains. An extension from Thalwil to Littli, near Barr is under consideration to provide relief on the Gotthard line.

A contract has been let which will provide beacons at the track side to monitor the exact location of trains and compare the results with the timetable so that implications of delays to connections may be more accurately assessed. It is known as *SURF*. Some members may find a connection with a well known product for keeping other things clean.

The last Ae3/6's have been withdrawn; four have been retained for possible private preservation or spares.

The last of the Be4/6 railcars, 1607, 1613 and 1614 have been withdrawn.

Services have been withdrawn on the Rhine Valley Koblenz-Laufenburg line and the Solothurn-Büren line, the service between Büren and Lyss is maintained by extending the Broye valley Pendelzugs during their layover at Lyss. There is a residual Monthey-St.Gingolph service on Mondays to Fridays only.

The first of the new Bem 550 class dc railcars for the Genève-La Plaine service left Villeneuve works on 21 June 1994.

A new centralised signal cabin costing SFr. 27 million, came into service at St.Gallen on the night of 11/12 June, replacing the Jüdel type dating from 1913.

RBe4/4 Nos 1426 and 1434 are being used to test the European Train Control system in Switzerland.

Bern-Lötschberg-Simplon (BLS)

The first Class Re 465, No.465.001-6, left SLM Winterthur for Zürich on 28 April.

BLS locomotives can be seen regularly double heading freight trains into the yards at Basel. However, since the fire at the *stellwerk*

Liestal in mid-April reduced the capacity of the main line, some of these trains have been routed over the Bözberg line.

Trials of the Siemens/Krauss Maffei *Eurosprinter* were not as successful as its manufacturers would have one believe. It is understood that the test train with a Re4/4 at the rear as part of the load left Frutigen on a damp morning to run to Kandersteg. The locomotive began to struggle but picked up on the dry rail in the tunnel, only to struggle again on emerging. The train then returned to Frutigen where the Re4/4 changed places with the *Eurosprinter*. It set off again, soon reaching and holding line speed. It is understood that a hi-tech electronic device is fitted to the *Eurosprinter* to manage weight transfer on the grades and curves, whereas the BLS system is a relatively simple ballast transfer system. Back to the drawing board chaps!

The temporary restaurant at Thun provided by wood sheathed restaurant cars has acquired a "sculpture" at its western end. It consists of an irregular assembly of timber baulks and looks for all the world as if a lorry has shed its load, only to have the resulting mess nailed in place. At least it does attract attention.

Lötschberg Basis Tunnel

Plans have been finalised for the Lötschberg basis tunnel and work will proceed, subject to any changes which might be approved following the consideration of objections submitted by affected cantons and communes. Some preliminary work has been done, but construction proper will not begin until 1996.

The new line will leave the old near Heustrich and the twin bore tunnel will start south of Frutigen, running for some 27 km before dividing into two routes, one of which will join the SBB at Steg, allowing for through running to Lausanne and Genève. The length of tunnel on this section will be 20.5 km. One of the reasons for this line is to avoid the need for a cross-Alpine motorway. There will be frequent car carrier trains running between Heustrich and Steg.

The other line will emerge at Mundbach and join the SBB between Visp and Brig to cater for traffic to Italy. The tunnel length from the north portal will be about 42 km. Initially it is proposed to utilise a tunnel construction adit for Swiss Express Vol.4/3 September 1994

a temporary line, which will connect with Raron Ost, giving route of some 35.9 km from Heustrich. The proposed opening date is 2006. It will be interesting to discover what the over-run will be.

Private Standard Gauge

Emmenthal-Burgdorf-Thun Group (EBT)

A new livery for this group's EMU sets, based on the Colani treatment of their new Re4/4s, has a deep white stripe along the cantrail with a large EBT logo at one end of the set. A pair of two coach units so embellished were observed at Burgdorf on 29 June.

The Ramsei-Wasen service has finally succumbed; a bus runs between Sumiswald and Wasen only. Restored BDe2/4 No.240 made a commemorative run over the branch on 30 April.

Lausanne-Ouchy (LO)

Evening services after 20:00 are now reduced to one train. Although all this is shown in the Kursbuch, the advertised "last train" from Ouchy is now a Route 2 trolleybus!

The antique musical box with its rotating *fin de siècle* dancers, which for 1/2 franc would tinkle away merrily in the corner of the Ouchy waiting room, has been removed. There is still one at Flon, but how long this last link with the line's 19th century origins will remain is open to question.

Mittel-Thurgau-Bahn (MThB)

The new NPZ units are coming into service, although the Bt coaches appear to have entered traffic somewhat earlier, coupled to older railcars. To add to the confusion at least one pendelzug included a BLS composite.

Six AB and seven B coaches from the SBB for use with the NPZ units are being refitted by Zoska AS of Ceska Lipa. It is understood that the first batches were returned by the end of May.

The hired 3-car SBB *Chiquita* unit, 2004 was working between Weinfelden and Konstanz in early May.

Proof that Swiss railwaymen and enthusiasts are as quick to introduce nicknames to discomfort management as their colleagues elsewhere comes with the names given to units painted in the new colour scheme, *Clowns* or *The Pink Panther*.

Ex DR 142.130 and 142.150, without electric brakes, went into service on the MThB in May.

Sihltal-Zürich-Üetliberg-Bahn (SZU)

As an update to the disposal details in *Swiss Express* 4/1, BDe4/4 No.91, is now ET14 on the Peggau line of the Steirerische Landesbahnen in Austria.

Coaches Bt 111, B 213 (Uetliberg) and B 279 are to be broken up. BDe4/4 11 and 12 are to follow, leaving only BDe4/4 13 and 14 to work the freight on the Uetliberg line.

The tractor at the workshops, 1949 built Tm10, ex SBB, has proved too weak to handle the new Re4/4 locomotive and double-deck coaches. Accordingly, Tm 2 of the track maintenance firm Vanoli has taken on the job. Built by Orenstein and Koppel in 1972, it has had a varied career, including two years at the Oswald Steam Centre.

The company has also obtained a new Robel tractor which frees Em2/2 507 *Mutz* for shunting in the workshops.

Oensingen-Balsthal-Bahn (OeBB)

Be4/8 245 (ex BLS 745) was in service on the line on Tuesday 28th June. One of its sister sets was still lying in the siding by the Hondrich tunnel at Spiez on the previous day.

Sensetalbahn (ST)

Tm 11 is undergoing a major overhaul and is being fitted with radio control.

Südostbahn (SOB)

Ex DR 142.042 was recently taken on the SOB's strength.

The company formed by the SOB and MThB to buy and rent ex DR class 142 locos is to be called *LOKOOP AG*. Locos will be adapted at Samstagen for use in Switzerland, but the livery will not be altered. The locos will carry the *LOKOOP* legend.

Metre Gauge

Appenzeller Bahnen (AB)

Ge4/4 No.1 (not 51 as reported in *Swiss Express* 4/2) was delivered by Stadler in February and began trials soon after. It incorporates a number of new design features which could prove attractive to other metre gauge systems whose infrastructure is not as robust as the RhB. It is described in considerable

detail in the May issue of *Schweizer Eisenbahn Revue*. Brief details are:

Weight in working order(kg)	49,000
Length overall	14.85 m
Height (pantograph down)	4.13 m
Width	2.65 m
Maximum axle load	13.00 t
Maximum design speed	75.00 km/h
Minimum negotiable radius	60.00 m
Voltage (dc)	1500

Aigle-Sépey-Diablerets (ASD)

The ASD will be operating its vintage electric railcar ABDe4/4 No.1 (built 1913) on Sunday 18 September, making two return trips leaving Aigle at 10:10 and 14:10.

Bex-Villars-Bretaye (BVB)

Bex tram Be2/3 No.15 is running in TPC style blue livery with a white bodyside stripe branded *Bex-Bevieux*.

On 21 June HGe4/4 No.32 was observed on a train at Bex Gare, a rare appearance since the rack-fitted locomotives normally work between Villars and Col de Bretaye.

Bière-Apples-Morges (BAM)

The line is being extended by 2 km to the army depot at Bière.

20 more Rollböcke have been ordered from Vevey.

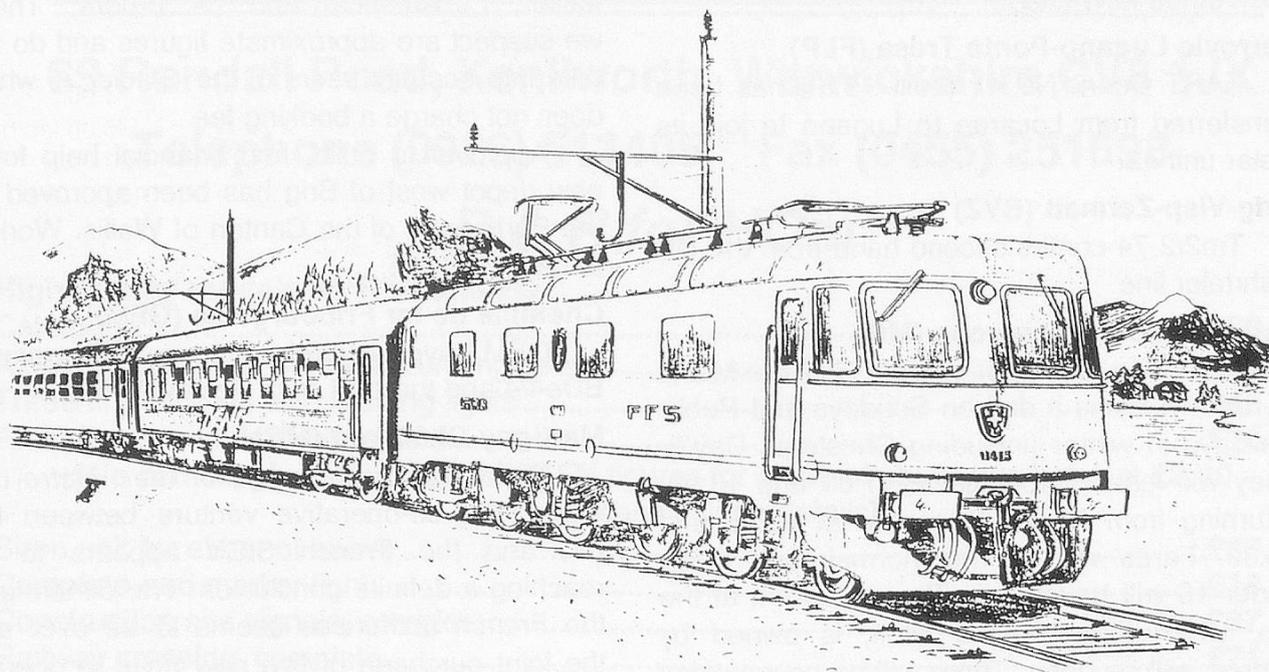
Chemin de fer Musée Blonay-Chamby (BC)

The BC is trying to persuade the Chemin de fer Electricques Veveysans (CEV) to allow them to run to Vevey in the summer at weekends.

A trial run by CEV BDeh2/4 71 was made from Vevey to Montreux via Blonay and Chamby in furtherance of proposals for a regular through service - yet again!

As part of these proposals the concession under which the Blonay - Chamby operates has been changed. During the week, it is once more part of the CEV system under the control of the station master at Blonay. This does not prevent the operation of BC trains, but they do need permission before the junction point at Chaulin is unlocked and they proceed onto the line! During weekends, the line, including the tracks at Blonay, are under the control of the BC staff. A note at Chaulin reminds staff not to leave any stock at Blonay overnight, due to the risk of vandalism.

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Montreux-Oberland-Bernois (MOB) auto-motrice BDe4/4 No. 20 has been transferred to the BC; at the end of June it was stored at the back of the new shed.

Ferrovie Lugano-Ponte Tresa (FLP)

FART Be4/8 No 41 (built 1979) has been transferred from Locarno to Lugano to join its sister unit 42.

Brig-Visp-Zermatt (BVZ)

Tm2/2 74 comes second hand from the DB Ruhrtaler line.

Ferrovia Monte Generoso (MG)

According to a letter in *Light Rail*, the MG is to run two trains a day on Sundays and Public Holidays in winter (including Christmas Day?). They will leave Capolago at 11:00 and 13:00, returning from Monte Generoso at 12:45 and 15:30. Fares will be half normal, and those under 16 will travel free. The restaurant at the top, which like the MG itself, is owned by Migros, will be open. There will be no weekday service during the winter.

Furka-Oberalp-Bahn (FO)

HGe4/4^{II} 108 was on the spare car carrier set at Oberwald on Tuesday 21st June. Ge4/4^{III} 82 went away for overhaul at Winterthur in March.

Goods traffic on the FO (up 40% in 1993) seems to be dominated by cement traffic to a siding at Obergesteln, but RhB Haik 5107 had penetrated to Sedrun on the same day.

The "mascot" of the FO/BVZ station at Brig, Tm2/2 4981, was so badly damaged by the floods that it is to be broken up and replaced by a second-hand battery powered tunnel locomotive from SIG.

Following damage by the Brig floods, ABt 4191 and 4192 have been rebuilt by Schindler as second class only vehicles and renumbered Bt 4291 and 4292. There is a current shortage of second class coaches. These vehicles will work with BDeh2/4 Nos 41 and 45.

Bt 4295 (ex ABt 4195) was observed at Zermatt on Friday 17th June.

In 1993, the FO carried 1.95m passengers, an increase of 20000 on the previous year. 212374 vehicles were carried through the base tunnel, contributing SFr.5.8m in receipts. It is anticipated that the 2 millionth vehicle will be carried through the tunnel by the end of 1994.

220,000 passengers annually are using the *Glacier Express* services of which 40% are Swiss, 35% German, 10% Japanese, 5% Italian, 5% American and 5% "others". These we suspect are approximate figures and do not take into account users of the *Glacier A*, which does not charge a booking fee.

Approval to build, and financial help for a new depot west of Brig has been approved by the Parliament of the Canton of Wallis. Work is to begin in 1995.

Chemins de fer Fribourgoise (GFM)

GFM have ordered two more metre gauge BDe4/4 and three Bt from VeVey/ABB.

Martigny-Châtelard (MC)

The long running saga of the *Metro des Alpes*, the co-operative venture between the MC and the French StGV appears to be reaching a definite conclusion. The dithering of the French authorities seems to be over and the joint purchase of five new units to operate services over both lines appears to be going ahead, with an option for a further unit in 1995. Please keep fingers crossed over this.

The third rail on the MC went out of use in 1992 and was partially lifted by the Swiss Army in the autumn of 1993. Army engineers installed 600 metres of overhead contact wire, this being the length of one cable drum.

Montreux-Oberland-Bernois (MOB)

From May to October, first class passengers can travel with a *Golden Pass* using the *Crystal Panoramic Express* from Montreux to Zweisimmen, in the *Salon Bleu* of the BLS to Interlaken Ost and in a Brünig saloon to Luzern.

BDe4/4 3003 has been out of use for some time and is unlikely to return to traffic.

DZe6/6 2001, built in 1932 for the short lived *Golden Mountain Pullman*, is to be modernised and returned to service in 1995. It will then be used with the two remaining Pullman saloons 101 and 102 together with AB 93, which is being recovered from the CF Vivarais to create a 1930s style train. Whether the bar-equipped Pullman 101 will retain the *Belle Epoque* name remains to be seen, it would hardly fit into a 1930's theme, though it is most certainly not art deco.

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Rhätische Bahn (RhB)

Three Ge4/4^{III}'s, Nos. 642/4/5, were observed in service on 21 and 22 June. A journey from Samedan to Chur behind 645 and 703 on 22 June was interrupted by two abrupt stops at Cazis and Rodels/Realta, causing the drivers to confer on the best way of proceeding. It is possibly no coincidence that at 09.00 on the following morning the Ge4/4^{III}'s were concentrated at Landquart, with 641 and 644 sandwiching the test coach!

A comprehensive illustrated article on the new locomotives appeared in issue 7/8 1994 of the *Schweizer Eisenbahn Revue*.

Traffic was so heavy on the Arosa line during the winter season that Bernina line ABe4/4 30, 31 and 32 were put to work there with a maximum trailing load of 2 coaches. On 8 March 1994, because a large group was to travel in one train, necessitating more power that was available, Gem4/4 No.802 was brought over from Pontresina for front end assistance.

The new viaduct at Schmalztobel on the Arosa line is now in service.

During the summer of 1993 the last section of the original overhead electrification, installed by Siemens-Schuckert between Samedan and Pontresina was replaced between Punt Muragl and Pontresina.

The good weather at the end of June brought the Aussichtswagen fleet out in force ahead of schedule on both the Arosa and Bernina lines.

Yverdon-Ste.Croix (YSteC)

The new depot at Yverdon, replacing the original built in 1893, was opened on 3 June 1994.

Tram Topics

Basler Verkehrsbetriebe (BVB)

Vandals are not restricted to the UK. The *Munico* prototype car which is being developed by SWP and was on trials on the BVB when it was severely damaged by an object put on the line.

BVB works cars 2015 and 2016 have been scrapped.

Trailer 1421 was painted in overall *Coca-Cola* livery in March 1994.

Städtische Verkehrsbetrieb Bern (SVB)

Be8/8 725 is in *Toblerone* advertising livery.

Five trailers have been acquired from Basel four for use behind the 1972 Be8/8 trams on Route 9 and a fifth as a spare.

A low-floor unit is scheduled on both Lines 3 and 9 to an advertised schedule.

Steam tram G3/3 No.18, built in 1894, has been removed from Technorama, Winterthur and is at Eigerplatz depot. It ran on 28 May to celebrate the centenary of steam trams in Bern.

Transports Publics Genevoise (TPG)

Eighteen of the Be4/6, numbered 801-46, will be lengthened and rebuilt as Be4/8. The remaining Be4/6s will then be numbered 801-28 and the Be4/8 831-48.

Verkehrsbetriebe der Stadt Zürich (VBZ)

It is no longer proposed to order low floor *Cobra* trams from SIG and ABB.

Services are to be reduced by 10% to save money. The peak hour extensions of Route 6 from Enge to Wollishofen and Route 10 from the Hauptbahnhof to Oerlikon have now ceased

Steam Services

Brienzi-Rothorn-Bahn (BRB)

The success of the new steam loco No.12 is leading to the purchase of a second from SLM to be numbered 14 (Whatever happened to 13?). A third, provisionally No.15 is contemplated, but this would require an increase in working capital.

Brünig

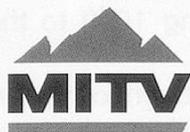
HG3/3 1067 returned to its old route, Meiringen to Giswil, with a test train on 9 May 1994.

Club San Gottardo

This organisation, which operates occasional steam services on the 5 km non-electrified line from Stabio to Mendrisio on the Italian border, has acquired a further locomotive, ex SZU Ce4/4 No 42 (ex GBS 312) from the defunct Oswald Steam Centre.

Dampfbahn-Verein Zürcher Oberland (DVZO)

A reminder that steam services will be running on Sundays 4 and 18 September and 2 and 16 October.



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Ed3/4 No.2 was named *Hinwil* on 14 May 1994.

Ferrovia Monte Generoso (MG)

Steam runs once again on Sundays in summer. The last service this year is on 25 September and leaves Capolago at 10:15, returning from Monte Generoso at 15:15.

Lausanne-Echallens-Bercher (LEB)

There are steam services on this line on Sundays 4 and 11 September, leaving Lausanne-Chauderon at 11:14, arriving Bercher at 12:40 and returning to Echallens at 15:30 from Bercher.

Mittel-Thurgau-Bahn (MThB)

Steam locomotive Ec3/5 No.3 (SLM 2263 of 1912) has been overhauled by a German/Polish company, Interlok GbmH in Pila at the old works at Schneidemühl.

Schinzacher Baumschulbahn

This line operates every Saturday and Sunday until 19 October 1994 (except 18 September) with steam locomotives. Diesels operate on Wednesdays. Services are every half hour from 13:30 to 17:00.

Seetalbahn

The last of the original locomotives, E3/3 No.3 *Beinwyl* (Kraus 1150 of 1883), which worked from 1912 to 1968 at the Holderbank Cement works and then went to a children's playground, is being renovated at the EBT works at Oberburg. This is thanks to the efforts of *Verein Krokodil Locomotive*, Cantonal support and the company. It will take part in the cement company's 75th anniversary.

Rigi Bahnen (RB)

A steam service is operated from Vitznau to Rigi-Kaltbad on 4 and 7 September. Trains leave vitznau at 10:47.

General

1994 Kursbuch

The familiar Kursbuch has undergone a facelift, the first since 1982 when the Taktfahr service came into being. The most obvious change is that the tables are now vertical, making it rather easier to use. Less immediately obvious is that it has a larger format, 205 x 135mm, making it even heavier than before. For some obscure reason, the Zürich S-Bahn tables have been renumbered 1700

and 1701; this has meant adding 1000 to the funicular and ship table numbers.

The index of stations has been considerably improved, each entry is ruled off and set in clearer type, making the book much easier to use as a gazetteer. The general notes are now at the back, and even clearer than before. However, a great deal of the former information has been omitted and is now produced in separate free booklets, not far short of the size of the International section of the Kursbuch itself. Unfortunately, these are only available in German, French and Italian, which leaves the large number of English speaking tourists bereft of advice. It is all very well telling them that they can enquire at major stations, in the past the seasoned traveller checked the details beforehand or in the comparative comfort of his or her hotel. While the experienced visitor will know of the existing facilities, any further innovations can be easily overlooked.

With the introduction of "what the traffic will bear" charges, the useful kilometer distances have been omitted, which is understandable. (Keep an older Kursbuch for reference!). Unfortunately, no indication of fares on the mountain railways and cableways is given, these appear to have risen considerably.

All in all, we think two cheers are in order, the tables are easier to use, but much useful information, in particular internal and Fly Baggage luggage transfer, is no longer ready to hand.

Comparisons

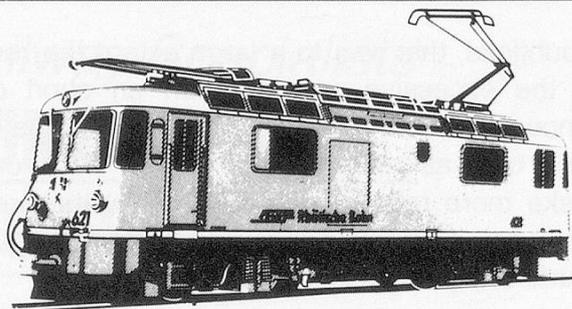
Some interesting comparisons between the SBB and BR have been given by the *Railway Gazette International*.

The SBB market share for passengers was 10.8% per passenger km while for BR it was 5.4%. For revenue freight tonne/km, the SBB was 41.6%, whereas on BR it was only 9.9%. However BR managed to beat the SBB for train km/staff member by 3193 to 3033, but had a lower passenger km/train km of 89 against the SBB figure of 116.7.

It 1993 it was remarkable, given the relative populations of the two countries, that Switzerland recorded 263.8 million passenger journeys with an average length of 45.5 km, whereas Britain chalked up 713.2 million passenger journeys with an average length of 42.6 km.

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Doubtless, this was to a large extent the result of the excessive concentration on short distance commuter traffic in Britain. The Swiss like their cars as much as the British but clearly make more rational decisions about their relative use, probably because of the high standards of Swiss public transport.

Luzern Verkershaus

The Transport Museum has been the hosts of a Chinese exhibition, the most prominent exhibit, clearly visible from the adjacent SBB line, was the QJ class 2-10-2 locomotive No.2655. This had a somewhat fraught journey which began to go wrong when the ship carrying it broke down and had to put into Singapore and there was a dispute as to ownership. Eventually it arrived at Hamburg on 6 May 1994 on *MV Rickmers Tianjin* where it was offloaded by floating crane onto a Rhine barge for transit to Basel, where it arrived on 16 May. There it was transferred to low loaders for the journey to Luzern.

The reason it could not run on its own wheels was that, as well as having a different "back-to-back" setting for its wheels, its size, 4.8 m high and 3.4 m wide, would have exceeded the loading gauge. As it was, in order to pass under bridges on its journey to the museum it suffered the final indignity of being laid on its side on the low loaders.

Although its size makes it an impressive sight from an SBB train, close to it is a trifle disappointing. It has seen a good deal of hard work and this shows when standing alongside the engine. In addition the motion appeared to have a very basic machined finish, a striking contrast to the smooth polished motion on the immaculate permanent exhibits in the museum.

The lower floor of the marine building was given over to an extensive display of Chinese artefacts, mainly but not exclusively concerned with transport. Unfortunately a large loom was placed alongside the paddlesteamer engines, effectively blocking this popular exhibit which could only be viewed from above and was not being operated. It was a pity that, unlike the Museums standard quadrilingual system, all legends were in German, frustrating not only the English speaking visitor, but also making the intriguing display less informative to many Swiss citizens as well.

Mountain Railways

There is a government proposal to withdraw the subsidies paid since 1959 to the mountain railways. Whilst this may not affect the profitable (but mountainous fare) systems such as the Jungfraubahn some of the others, the Montreux-Oberland-Bernois and Brig-Visp-Zermatt have been mentioned - might be badly hit and will have to raise fares substantially. The MOB should surely be able to get help from the military, who have supported it in the past.

Private Railway Performance

The only "private" railways to show increases in passenger traffic in double figures during 1993 were Aigle-Leysin (21%), Aigle-Sépey-Diablerets (55%), Berner-Oberland-Bahnen (11%), Sensetalbahn (14%) and Yverdon-Ste.Croix (14%). The greatest drop was on the Martigny-Orsières, -23%.

PTT

Because reconstruction work at the PTT depot in Bern has necessitated the dismantling of the overhead, Ee3/3 10 has been replaced by Em3/3 6, a Henschel built diesel hydraulic from Zürich Sihlpost where it is normally employed working from its PTT depot at Zürich Mulligen.

Stadler

Stadler/SLM have built a 4-wheel diesel powered rack snow plough for the Catalonian rack railway from Ribes to Nuria.

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