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Notepad

Swiss Federal Railways (SBB)

Twenty double deck coaches for the Zürich S-bahn were ordered in August for delivery by April 1997.

On the evening of 23 July RABe EC 1054, working the NB EC Gottardo, suffered a broken axle on a driving trailer between Faido and Rodi-Fiesso. The resulting derailment blocked the Gotthard line until 14.00 on the following day. As a result, the other four units were taken out of service for emergency axle tests, with their workings turned over to loco haulage. The replacement of the Zurich-based workings (EC Gottardo, Uetliberg, Killesberg) became permanent from 8 August. The rakes are EC EW IV stock with only a minibar service. At the time of writing, units 1051 and 1052 are back in service on the Bern - Frasné TGV connecting services, units 1053 and 1055 are stored in Zurich Gbhf while 1054 is in Zurich works and not expected to run again.

A 15-year sale and lease-back agreement has been made with Wilmington Trust to provide 75 Re 460s, to be built in three lots. Three USA banks will provide 13% of the capital, Eurofima providing the balance. The ownership is given on a trilingual plaque on the internal driver's cab door. Now there's a thought for British Rail's leasing companies. According to an article in the *Railway Gazette International*, Natwest is already alive to the possibilities.

An oddity of train formation was spotted on 31 March when train 6034 Luzern - Beinwil was formed (between Luzern and Emmenbrücke) 2x Ae6/6, 1 AB, 1 B Ls, Ae 6/6. 12,900 kW for 60 t!

The R2 overhaul of Ae4/7 10949 brings to an end 60 years of work on the class at HW Zürich. It has been suggested that 10976 may become one of the SBB's Historical fleet.

The unloved Am4/4 locos 18461 - 18467 will be withdrawn as they incur heavy repair costs. The already-withdrawn 18462 is being used as a source of spare parts.

The last Re4/4^{II} to carry TEE livery, 11252, has lost it earlier than expected, during an R3 overhaul in the middle of May.

Ae6/6s worked several passenger services over the Gotthard during March. On 24 March, IC252 was worked by 11515 instead of the booked Re6/6, while 11401 worked Express 1567 forward from Zug on 31 March after the train loco became defective. On the same day, another Ae6/6 worked IC587 Zürich - Locarno.

The change of timetable at the end of May brought the end of the Ae3/6^I locomotives and the Be4/6 railcars. It has also brought some interesting changes in the use of remaining classes. For the first time in 20 years, the Re4/4^I with end doors are in service in Kreis III, as 10001 - 9 have been allocated to Olten as replacement for the withdrawn Ae3/6^Is. 10007 was observed on 4 August working train 1660 from Göschenen to Luzern.

The only non-bogie design now left is the Ae 4/7. These are allocated to Bern, Lausanne, Olten and Rorschach. A total of only 7 passenger trains are diagrammed to the class, but they have, still, a fair amount of freight and parcels work. There are 17 workings for pairs of Ae 4/7's working in multiple, mainly in the Lausanne area. Only one working from Basel, though, at 11.15 to Lausanne Triage, arriving at 15.10.

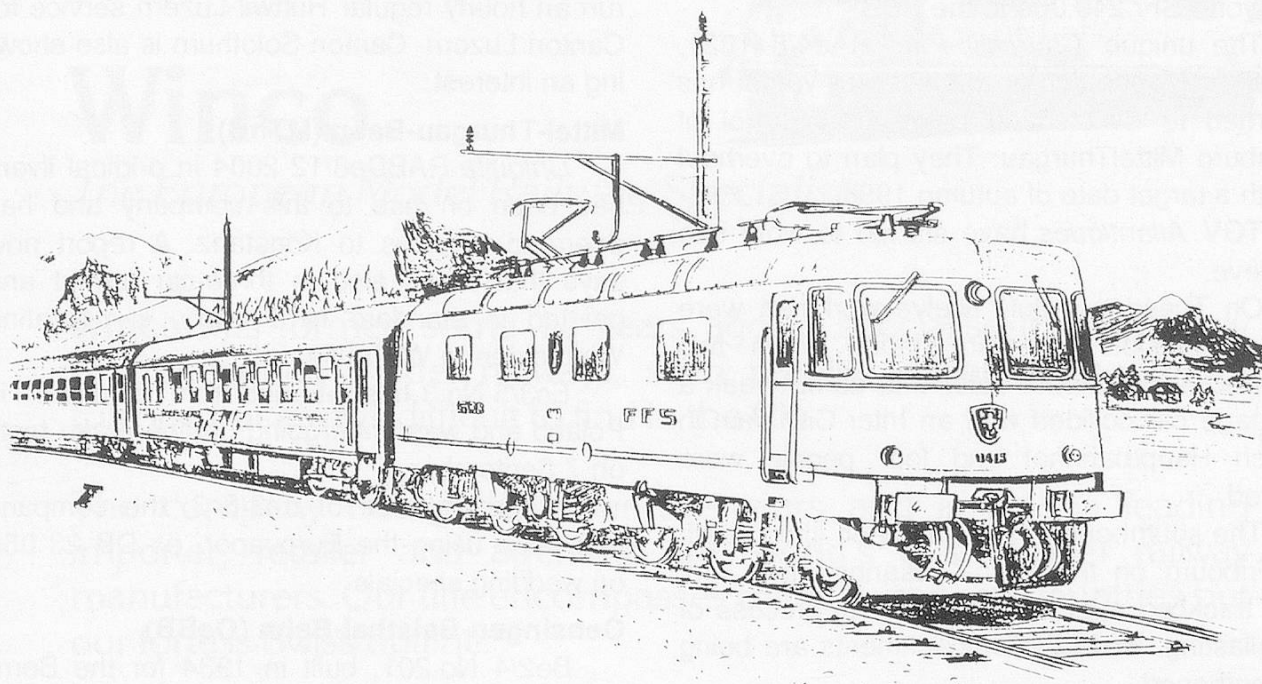
A BDe4/4 now provides the staff transport between Basel SBB and Basel RB, also between Dietikon and RBL Tivoli.

From 25 September, the Geneve - La Plaine service has been revolutionised by the introduction of the new Bem 4/6 550 units. 25 return journeys are now scheduled in the traffic day (06.00 to 24.00) as opposed to 14 with the old BDe4/4^{II} sets. Until the last unit is commissioned in December, one of the old trains will be required for the peak hour extra services.

A German heavy goods vehicle caught fire in the Gotthard road tunnel on 5 July, causing damage to the tunnel to such an extent that it remained closed until late on 6 July. There was chaos on the roads. The SBB quickly borrowed car carriers from the BLS during the night of 5 July and ran them with Ae4/7 10999 from Göschenen to Airolo, temporarily restoring the Gotthard car carrier service. It is as well that the loading ramps remain in place. The service ended on 7 July when normal working through the road tunnel resumed.

At the end of August Re460.016 was

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turned out from Yverdon works in the overall advertising livery of CIBA, the chemical giant. It is less striking than the Agfa version, but it is still worth SFr.240,000 to the SBB.

The unique *Churchill Pfiefel* RAe4/8 1021, stored in Mannheim for the last four years, has returned to Switzerland under the control of Reisburo MittelThurgau. They plan to overhaul it with a target date of autumn 1996.

TGV *Atlantiques* have started to work into Genève.

On Tuesday 5 July twelve workmen were injured outside Paradiso station when two locotractors collided. Later that same week a baggage car collided with an Inter-City train in Zürich Hauptbahnhof and four people were injured.

The southbound track has been lifted south of Fribourg on the Bern-Lausanne main line. The trackbed appears to be in the process of reballasting, while the embankments are being strengthened.

A new section of double track is being built on the Rhône Valley route on the north side of the existing tracks. This appears to be a realignment. Another new section is being laid between Biel and the junction at Grenchen.

One of the bars in the underpass at Lausanne Gare now rejoices in the name *Pendolino*. Doubtless, when the bar appears to tilt, you know you've had enough.

Brünig

Schindler has rolled out the first of two first class panoramic coaches for this line. Aluminium bodied and air conditioned, they are based on the MkIV design rather than the Breda FO/BVZ panoramawagen. They carry 48 passengers and cost Sfr.1.6 million each. No doubt the HOm models will be somewhat cheaper!

Private standard gauge

Dampfbahn-Verein Zürcher Oberland (DVZO)

The DVZO has taken the ex BT Be4/4 49 from the SZU as a reserve. The original number, 13, will be restored.

Emmenthal-Burgdorf-Thun (EBT)

The EBT is to spread its activities well beyond its own network. Because it can operate regional services over the SBB more

cheaply than the SBB itself, it will take over the Kerzers-Bern-Burgdorf-Langnau service in the planned Bern S-bahn network and may also run an hourly regular Huttwil-Luzern service for Canton Luzern. Canton Solothurn is also showing an interest.

Mittel-Thurgau-Bahn (MThB)

Chiquita RABDe8/12 2004 in original livery has been on hire to this company and has operated services to Konstanz. A report now says that 2003, also in three-car format and painted in standard NPZ livery, is operating Weinfelden to Wil trains.

Ec3/5 No.3 has returned from restoration in Poland and was undergoing on-line brake tests on 7 September.

In the absence of Ec3/5 3, the company has been using the Eurovapor, ex DB 23 058 on wedding specials.

Oensingen-Balsthal-Bahn (OeBB)

Be2/4 No.201, built in 1934 for the Bern-Neuenburg (BN), has been withdrawn. Incredibly for so short a line, whilst in service on the OeBB from 1958 to 1994, the unit covered over a million kilometers!

Sihlthal-Zürich-Uetliberg-Bahn (SZU)

The new tractor built by Robel is numbered Tm236.508. It is fitted with track brakes for use on the Uetliberg gradients.

Südostbahn (SOB)

From mid-August Re4/4^{IV} 10102 has been operating regular service trains in effectiveness trials against the Re4/4^{III}. At the end of October, assessment was to have been made about the use of all four Re4/4^{IV}s. The assumption is that, if favourable, these non-standard SBB locomotives could be sold or leased to the SOB.

Vapeur Val-de-Travers (VVT)

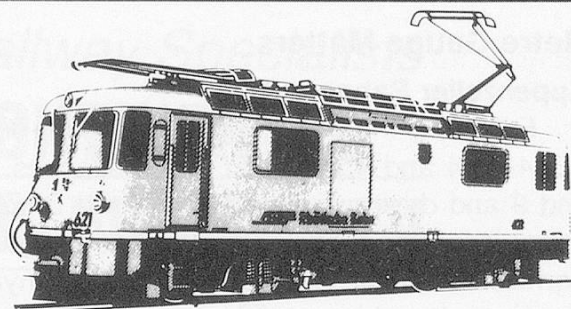
The VVT has obtained SBB dining car EW1 88-33 512 and repainted it in the society's brown and cream livery.

Wynental-Suhrental Bahn (WSB)

It has been confirmed that Be4/4 7 and 8, built in 1954, are to replace the ex-Rheinbahn ET 26 106/7 on the Gmünden-Vorchdorf and Vöcklamarkt-Attersee sections of the Stern und Hafferl system in Austria, but which car will go to which section is not yet known.

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Metre Gauge Matters

Appenzeller Bahnen (AB)

Following the delivery of new rolling stock, ABe4/4 44 and 45, built in 1948, coaches B 8 and 9 and driving trailers DZt 65 and BDZt 60 have little use. The Spanish metre gauge Ferrocarrils de la Generalitat de Catalunya is showing interest in possible purchase.

ABDeH4/4 1 has been renumbered Xeh4/4 91

Aigle-Leysin (AL)

Application for powers to extend the line from Leysin, Grand Hotel for 3.9km towards La Berneuse has now been made. It will link with a cable car and new restaurant to be established at a height of 2040 m. Rolling stock has been carrying a notice of this intention boldly on its sides for some time.

Aigle-Sépey-Diablerets (ASD)

The two ex-Brünig bogie aussichtswagen, By881 and 884 have been renovated by the ASD works and decorated by schoolchildren from Aigle. Can a member provide a photographic record of this?

Chemins de fer Electriques Veveysans (CEV)

The CEV appears to be taking the lead in a joint project with the MOB and Blonay-Chamby lines in establishing a modern light rail service in the Swiss Riviera, using new metre gauge units based on the successful TSOL sets in Lausanne. If all goes according to plan, a service will be provided over these three lines using new SFr.4 million units in 1997.

Ballenberg-Dampfbahn (BDB)

Sadly the ex AB ABDe2/4 46, which has languished for some time at Meiringen, and which was once destined for service on the proposed BDB has been broken up at Interlaken Ost.

Chemins de fer du Jura (CJ)

The only railway in Canton Jura could be under threat of the Federal Transport ministry's suggestion that lines failing to achieve 50% return on annual costs should close. The CJ only achieve 25% because of charges flowing from the 1980s modernisation. As in Britain, you can't win, but possible Cantonal pride may ensure the line's survival.

Metre gauge OLE tractor Tm2/2 506 has been sold to the Dampfbahn Furka-Bergstrecke (DFB).

Forchbahn (FB)

The FB is building a new 3-road terminus at Esslingen, thus removing the existing tracks from what is becoming an increasingly busy road.

Another preservation society seeks to restore BDe4/4 10 of 1948.

Luzern-Stans-Engleberg (LSE)

The LSE plans to buy Regionalverkehr Bern-Solothurn (RBS) trailers ABt 201/2.

Meiringen-Innertkirchen-Bahn (MIB)

The plinthed BFa2/2 5 at Innertkirchen had company in the form of Lok 2 and Bs 2 of the Stollenbahn Guttannen-Handeck.

Montreux-Oberland-Bernois (MOB)

Local contacts in the Montreux area have advised us that the newly introduced *Crystal Panoramic Express* has suffered a fall-off in passengers through the summer of 1994. This was graphically displayed on 14 September when the 09:00 departure from Montreux to Zweisimmen was halved in length, and only consisted of a driving trailer Arst and a trailer As propelled by 6003 *Saanen*. By contrast the following Saturday the same train was almost full and it was interesting to note how much local traffic joined or left the train at Montbovon and Gstaad.

A society is hoping to restore BDe4/4 16.

Regionalverkehr Bern-Solothurn (RBS)

The poorly-designed first class area of the new low-floor units has been blamed for an 8% drop in first class journeys. This will hopefully be rectified when a centre section is added during the winter.

Rhätische Bahn (RhB)

The company expects to complete the transformation of the Chur-Arosa line by the year 2000. Electrification at 11Kv, 16²/₃Hz is scheduled to take place between 1995 and 1997. This is before the probable start on the diversion tunnel and presumably implies that the street section will be electrified at the higher voltage.

Another *Bernina Express* will be in operation in 1995. The *Heidiland-Bernina*, train



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German Commentary

- SR11 Die Pyhrn-Bahn
- SR12 Die Arlberg Bahn
- 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 Ennstalbahnhof Teil 1
- SR27 Die Ennstalbahnhof Teil 2
- SR28 Die Ennstalbahnhof Teil 3
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- SR30 Die Donauuferbahn Teil 2
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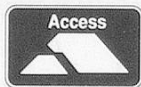
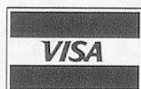
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If you can't beat them, join them. RhB coach Br 2261 is now branded *Schwelle Kafi* and decorated with graffiti style "art". It has acquired a self-service refreshment machine at one end and has been seen in general use and reserved for parties. It appears to be a downmarket companion to the *Stiva Retica*.

Photo Cyril Freezer

G/503 will depart Landquart at 07:40, connecting with the Zürich train. It will travel via Klosters and Davos, arriving at Tirano at 12:24, in good time to connect with the daily postbus to Lugano at 14:15. The reverse working, train H/502 leaves Tirano at 14:05, arriving at Landquart at 19:05. EWIII stock will be used, with minibar service. The new express provides a connection to St.Moritz from Samedan. These trains use the existing *Bernina Express B/C* paths over the Bernina section.

Work is taking place at Küblis and Davos Dorf to lengthen passing loops.

Ge2/4 221 is now out of service, having broken one of its gears. As a replacement would be prohibitively expensive, it is now acting as a spare part store for Ge2/4 222 - the prototype of the Bemo model - and is languishing on a dead road at Landquart alongside *Baby Krok* 413 which is also to be cannibalised.

The RhB has acquired Xmf2/2 9921 for bridge inspection work. It carries a hydraulic platform which can be swung out and under an arch to allow engineers to inspect the stonework at close quarters. Clearly, this is not a job for anyone suffering from vertigo! Members may recognise this as a sibling to British Rail's "guzunder", a similiar vehicle that has been in use for well over a decade.

At a recent visit to Landquart works the motors from *Baby Krok* 414 were seen on display as well as a bogie from a Trogenbahn tramcar and the wheel sets from a Zürich Oberland steam locomotive. 414 is now under-

going a major overhaul.

A member reports that the recently introduced *Stiva Retica* provides a very lively ride, and that the fake window frames form a very useful handhold when negotiating the sharper curves of the line. A plaque at one end of the vehicle lists all who contributed to its refurbishment.

Schynige-Platte-Bahn (SPB)

The following locomotives have been named:

- 12 *Gsteigwiler*
- 13 *Matten*
- 14 *Gundlischwand*

Yverdon-Ste.Croix (YSteC)

The new depot and workshops at Yverdon have been opened. Not only do they cater for the maintenance of the railway stock, the buses are also overhauled here.

Tram Topics

Städtische Verkehrsbetrieb Bern (VSB)

Bern is having a problem finding suitable units to supplement the twelve Be4/8 units introduced in 1990. This is partly caused by the sharp curves of as little as 15m on the system and partly because existing low-floor designs cannot apparently cope with the cobbled streets in places.

Transports Publics Genevois (TPG)

Genève is also having second thoughts about new low-floor units, partly on the grounds of cost, but also on capacity. Instead they are ordering 18 intermediate sections similar to those recently supplied to Bern for insertion in some of the Be4/6 units introduced in 1980.

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VeVey

This firm is developing a new form of low-floor unit with four independently driven wheels on each car. The launch was planned for the ET94 exhibition at Basel in November.

General

Channel Tunnel

Channel Tunnel locomotive 92002 had a transformer defect while on test at the Prague test track. It was brought to ABB Zürich, repaired and on its way back to Prague, via Schaffhausen on 29 July.

European train control

Dr. Peter Winter, Director of Way and Works, SBB is President of the UIC steering group on the European Train Control system project. An article appears in the September issue of *Railway Gazette International*.

Front facing seats

Members will know that the SBB no longer issues a booklet showing on which trains it is possible to sit alongside the driver. However, those members who take *Eisenbahn Amateur* will find the information for 1994/5 on pages 585 and 586 of the September issue.

GWR 18000

The experimental gas turbine locomotive ordered in 1946 by the GWR from Brown Boveri but delivered to its successor British Railways, Western Region, was withdrawn in 1960 and became an adhesion test locomotive for the UIC. It ended its working days on the mainland at Wien Arsenal test centre. Pete Waterman and Railfreight Distribution have arranged for it to be returned to Britain for exhibition at Crewe Heritage Centre. After a repaint at Tinsley, it went on display at the Eurotunnel freight launch at Willesden on 27 June 1994.

Norwegian State Railways

The Norwegian State Railway has ordered 22 modified Re460s, with an option on a further eight.

Rack locos in Austria

The SLM built Austrian rack loco, similar to those on the Brienz-Rothorn-Bahn and Rochers-de-Naye lines, has worked on both the Schneeberg and Schafberg lines. Because of

local complaints, it has been fitted with a Kobel chimney to act as a silencer.

Roco special

From 24 to 26 June 1994 Roco sponsored a *Tour de Suisse* using the restored Austrian *Transalpin* unit 4010.05. Its itinerary was Buchs - Chur - St Gallen - Zurich - Basel - Olten - Balsthal (Oensingen-Balsthal-Bahn (OeBB)) - Biel - La Chaux de Fonds - Neuchâtel - Lausanne - Brig - Spiez - Ostermündingen - Zurich - Amriswil - St Margarethen. Assistance was provided from Biel to La Chaux de Fonds by Am4/4 18466 and over the Lotschberg by Ae6/8 205. The party also travelled over the Furka-Oberalp and the Dampfbahn Furka-Bergstrecke on 26 June, using the RhB *Stiva Retica* coach and four FO coaches (this special was that referred to and pictured in SE 4/3!). The visit to Balsthal, on the "other" ÖBB, was used to launch Roco's reissued HO *Transalpin* model. A further tour, using a very similar itinerary, was run in the middle of July.

Sersa

This power engineering company, which does a lot of track maintenance for the SBB, has sold two of its locomotives to the state railway at the end of 199. They became Am 842.000/001. Recently Sersa sought a second-hand replacement and bought ex-DB 211-249 from the Channel Tunnel construction company, TML. It has been refurbished at the Sersa works at Rümlang and, repainted in a bright red livery, is named *Gretli II*.

SIG Neuhausen

This company has purchased three British Rail MkIII sleeping cars (BR Nos. 10581, 10673 and 10705) to form a tilting test train. The smaller British vehicle profile provides clearance for tilting within the more generous continental loading gauge, which would not be possible with a coach body built to that standard. Conversion was carried out at the Engineering Development Unit, Derby. This is probably the first occasion when our cramped loading gauge has shown any advantage!

The first coach, now No. X60 85 99-93 110, was tested between Schupfheim and Hasle (LU) in July.