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NOTEPAD

Swiss Federal Railways (SBB)

The well known publication "Lokomotiven und Triebwagen" has been updated and is now on sale, still at SFrs 20. The 110 pages contain 120 photos and drawings. It can be obtained from AWB/SBB shop, Case Postale 4464, CH-6000 LUZERN 2, Fax 00 41 44 4408. Enquire about postage before sending money. (Post free in Switzerland).

With the introduction of VAT on fares on 1st January 1995, of 6.5%, ticket prices have increased by a lesser percentage. Ordinary Firsts have risen 5.5% and Seconds 4%. The high rate of exchange has greatly benefitted foreign travel FOR the Swiss where ticket prices have fallen by some 12%.

Swiss pass prices are given elsewhere in the magazine.

There are plans for adding another double track section between Killwangen - Spreitenbach and Dietikon to help cope with the 475 trains per day under Bahn 2000.

It is interesting that this State owned organisation is becoming heavily involved in Sale/Lease back transactions with the Wilmington Trust Company and First Union National Bank of Charlotte, both in the USA. The deals involve 75 Class 460 and 35 complete Zürich S-Bahn sets. It is a pity that BR was not allowed to do this in the past when new stock was so desperately needed.

Financial approval has been given for ten Class 465's to be bought by the SBB and probably rented to the BLS for use on the Alptransit Huckepack trains through the Lötschberg.

The double deck Bts will be fitted with the Navigator active bogie system.

Savings are being sought by track rationalisation of a type well known to British readers. Little used leads and sections of track will be removed and, on single lines, only those loops where scheduled 'meets' take place will be retained. This could lead to problems with late running but there are relatively few major SBB single lines following the recent doubling exercises. In addition, little used tractors are

being withdrawn from stations, any necessary shunting being done by the 'pick up' freight loco.

A new building at Biasca will maintain complete rakes of the Gotthard 'rolling road' stock.

460.018 has duly appeared in yellow livery with DANZAS in light blue.

150th Anniversary celebrations 1997. Plans are afoot for a major series of events and we will bring you details as soon as we have them. One item so far is that the depot at Delémont is to be refurbished for the event, after, it will continue to house, presumably on public display, steam locos at present scattered around the system.

Work has started on a double track tunnel between Vaumarcus and Gorgier-St. Aubin, which will replace the longest remaining single track section on the Yverdon - Biel / Bionne line.

The construction of the flying junction for the Grauholz Tunnel line at Märstetten required a deviation of the Bern - Olten main line with the imposition of a 50 kph speed restriction.

SEV livery Re4/4" 11238 went into Yverdon works at the end of February following an accident for a heavy overhaul.

The Re4/4^{III}'s purchased from the SOB have been put into service with the minimum of formalities. Livery alterations for SOB Nos. 42 and 44 have been to remove the crests and paint out the company name, restoring the original SBB numbers to the bodyside only and applying 'SBB' (only) initials to the lower skirt.

The Re460's are spreading into all areas worked from Lausanne shed. One has been found working the lunchtime Le Locle Col des Roches - St. Imier school train (see SE 4/4 for formation details!).

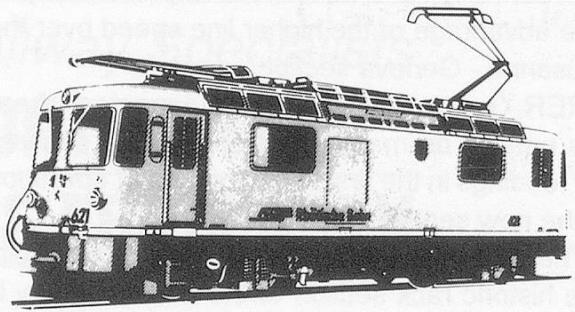
A new transport record was established on 16 February 1995 when 139,126 net tonnes was carried over the Gotthard.

Coach B4 3933 (finally B50 85 23-13 018) dating from 1931 is now in use as a restaurant in Neumarktstrasse in Biel. Warning - it is closed on Saturday afternoon and Sunday.

Not before time, a new tunnel is being planned at Vauderens on the Lausanne - Bern line which will hopefully ease the curves there. A third track

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between Coppet and Geneva is presumably to take advantage of the higher line speed over the Lausanne - Geneva section.

RER Geneva-La Plaine. As expected, there has been a dramatic increase, 30% in passenger loadings in the first three months of operation of the new services.

The station at Rüti is being substantially rebuilt. The historic rack section to the Sulzer factory is still in use and apparently is not under threat.

Doubts about the future of the parcels service have been resolved by the transfer of this traffic, both rail and road, to a private company, CDS Cargo Domicile SA, from 1st January 1995. Already 340 jobs have been lost in the SBB.

Yverdon works is to be heavily involved in the maintenance and repair of the 460's where a new dedicated six road shop is to be built.

Automatic vehicle detection equipment has been ordered from Alcatel for installation throughout the Jura region. Some 300 locos and coaches will be fitted with UIC standard Dynicom transponders.

Sixty BDt compatible with MkIV coaches have been ordered from Schindler in time for the considerable revision of the IC timetable in 1997. They will work with class 460's and have an identical cab profile. Not only will time be saved at termini, but also there will be a reduced requirement of 8 locos and some 60 coaches.

A massive programme of improvements is to be carried out between now and 2003 that will greatly affect operations in French speaking Switzerland together with a single important scheme in Wallis.

Brief details are as follows:-

Bienne. Platform heights to be raised; signalling to be improved to increase capacity.

Neuchâtel - Yverdon. New signalling.

Onnens - Gorgier. Doubling of the track together with the introduction of tilting trains will save 10 minutes on the timing between Lausanne and Bienne. Speed limit will be raised to 180kph.

Fribourg. Improved signalling; extended IC and raised platform height generally. Improvements to the booking hall and lifts to the platforms.

Lausanne. Booking hall to be rebuilt on two levels; improvements to offices and the provision of more shops. Additional platform on the far side from the station building.

Sagesch - Leuk (Wallis). Because of the route of the motorway, the railway has also to follow it. Work is in progress to achieve this and to double the track at the same time removing the last single track section in the Rhone valley. The Road Programme is paying 60% of the cost. British Government - and others - please note!.

On 20th February 1995 at Porrentruy station, CJ BDe4/4 101 + Bt 121 collided head on with CFF Ee3/3 16336. Five people, including both drivers were severely injured. The Ee3/3 was turned almost on its side and the Bt was severely damaged.

Alptransit

There has been a 23% increase in inter-modal traffic over the Gotthard line in the past year as well as substantial tonnage on through Germany - Italy freight traffic. But road freight is still rising. This must surely strengthen the case for the Gotthard basis tunnel against the Lötschberg if only one is built.

According to RGI, a complex accord has been achieved between the Swiss Transport Minister, Adolph Ogi, and EU counterparts concerning transit through Switzerland involving pressure on that country quickly to provide sufficient facilities in the medium and long term.

Switzerland had hoped to stage the development but the implication is that both the Gotthard and the Lötschberg routes should be progressed simultaneously. This would require re-financing to pay off the debt earlier.

The EU no longer seems interested in helping (perhaps because the Swiss Franc is so hard). One possibility is that SFrs 900 million a year would be raised on petrol taxes and hypothecated to the railways

Bern-Lötschberg-Simplon (BLS)

Lötschberg basis tunnel. The BLS is ready to go ahead. A 300 tonne 190 metre long tunnel borer is waiting at Frutigen.

Kandersteg is to be renovated and the buffet rebuilt. (Let us hope that it will provide a good view of rail activities).

Bönigen works has a SFrs 13.8 million planned improvements subject to financial support from the State and Kanton Bern.

1.5 million passengers were carried on the ships last year. 1 million on the Thunersee and 0.5 million on the Brienzersee. It is intended to



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transfer the MS "Jungfrau" from the Thunersee to the Brienzersee.

INS. Work on the rebuilding will begin in the summer, including lengthening of the tracks.

Interlaken West is to be reconstructed and new kiosks provided.

OeBB wanted to buy all three of the BLS light steel ABDe4/8 743-745 but the Solothurn authorities were only prepared to support only the purchase of two sets, 744 and 745. 743, which has been out of service for some time is to be bought by the RVT, which will sell BDe2/4 Nos 101 and 102.

Ae 6/8 208 is frequently in use on a variety of duties on the Interlaken line from Spiez. In a single week at the end of April, it appeared on a Regionalzug and twice on the Spiez -Interlaken - Bönigen freight. A good time is between 0815 and 0945 at Interlaken.

The reconstruction of the tracks at Spiez is proceeding a pace including much needed realignment of the approach tracks from the Bern direction. A massive retaining wall has been built on the 'Niessen' side of the station but it would appear that it will still be possible to observe movements from the road at the top. The whole character of the place has been changed by a towering 'space-age' building which replaced the old 'signing on point' building: it completely dwarfs the old station building.

XrotM 101, a snow clearing unit, has been rebuilt to undertake more general railway duties. Among the changes is the provision of a crane. Its new number is Tm235 101.

Bodensee-Toggenburg (BT)

To replace Re4/4 92 while it is being used by Neitech-Versuche for high speed rail research, an SBB Re4/4" is being obtained.

Bde2/4 41 and 42 with AB 221/2 and B Ls 223 have been sent away for breaking up.

Three electric Co locos fitted with batteries as a reserve power source have been bought from Ruhrkohle AG, Germany, where they were numbered 281/3/4. These 540kw locos were built by Henschel in 1966 and were among the first to be thyristor controlled. The BT is adapting two of the locos, numbered Eae 3/3 31/2 for shunting at Wittenbach and St. Gallen-Haggen. The third will be used for spares.

The investment programme includes provision to modernise BDe4/4 50, of 1960, and 53, of

1967; rebuild a coach into a Bt for Re4/4 push and pull trains; fit 26 coaches with automatic plug doors; rebuild 6 NPZ trailer coaches so that they can be used in pairs in ordinary trains. The couplings on NPZ trailers are lower than normal couplings.

CFF/CJ

From the change to the summer timetable, The CFF will work trains 442 and 445 to Bonfol with an Ae6/6 and CFF coaches while CJ BDe4/4 + Bt will work 4019/4022 to Boncourt.

Following the collision on 20th February 1995 which severely damaged BDe4/4 101 + Bt 121 in Porrentruy, reported earlier, CJ has rented SZU BDe4/4 595 + Bt 996.

Emmental Burgdorf Thun group (EBT)

The note in the last Notepad about the new livery for No.111 was slightly misleading. It has been given the new standard livery, with the computerised number located under the left hand cab window. The line's running number is carried on the centre of the cab front in large numbers.

Collani style livery is appearing widely on the emus. Re4/4 111 has joined 142 and 143 in the new livery. The extension of double track as well as station modernisation and rebuilding continues with Madiswil currently receiving much attention.

Between now and the end of 1996, the 1973-4 batch of RBDe4/4i EBT 221-6, SMB 281 and VHB 261 with their ABt, will be modernised to give them a further 15 to 20 years of life.

Gruyère-Fribourg-Morat (GFM)

Ex DR E142-110/45, have been acquired from LOKOOP, renumbered Ae 417-191/2 and put to work on freight trains

Mittel-Thurgau-Bahn (MThB)

The new services into Germany have been so successful that trials with 4 coach sets are taking place.

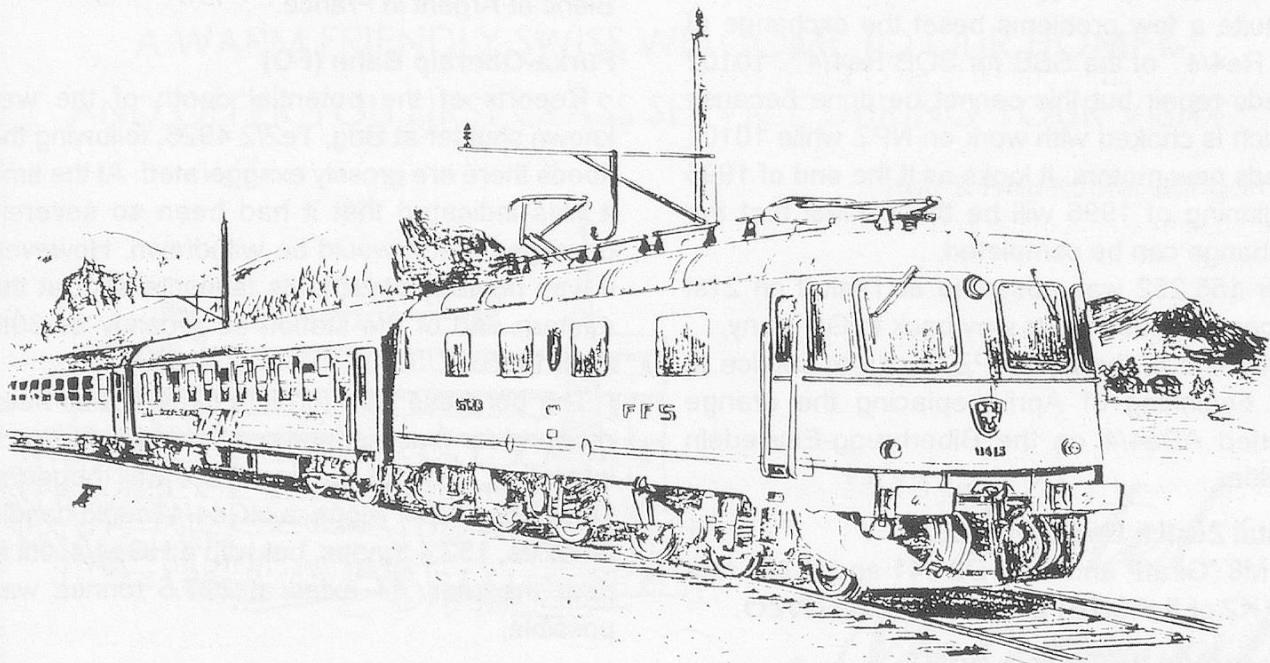
Oensingen-Balsthal-Bahn (OeBB)

De4/4 51, ex SZU and originally SBB RFe4/4, is to be restored externally to its SBB state for the 150th Anniversary of Swiss Railways.

Rigi Bahnen (RB)

The 125th Anniversary of the (Vitznau) Rigi Bahn, RB H1/2 No 7 (SLM 1/1873) was

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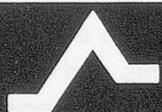


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transferred from the VHS to the SLM works on March 7th, for restoration. It will run with the 1871 built coach B 2, restored in 1993.

Südostbahn (SOB)

Quite a few problems beset the exchange of the Re4/4^{IV} of the SBB for SOB Re4/4^{III}. 10102 needs repair but this cannot be done because Zürich is choked with work on NPZ while 10101 needs new motors. It looks as if the end of 1995 beginning of 1996 will be the earliest that the exchange can be completed.

Dr 155.252 was observed at Thalwil on 21st December 1994 on its way back to Germany.

The first of the new NPZ went into service at the beginning of April, replacing the orange liveried ABe4/4 on the Biberbrugg-Einsiedeln shuttle.

Sihtal Zürich Uetliberg (SZU)

TM8 "Giraff" and vans D2 341 and X 361 (the last K2 of the SiTB) are now with the DVZO.

Vapeur Val-de-Travers (VVT)

It is expected that ex-SNCF 241A 65 will be in service in 1996.

Metre Gauge Matters

Aigle-Leysin (AL)

The extension of the line by 3.87km. to La Berneuse at a cost of SFrs 27.8 million was approved by the Council of State by 109 votes to 2. However, opposition by environmental groups at the planning stage could still affect construction.

Aigle-Seppey-Diableret (ASD)

Bt 433, ex BLT, is to be rebuilt as a First Class Saloon driving trailer, number Ast 433. It is expected to enter service in the middle of 1995.

Bièvre-Apples-Morges (BAM)

This line celebrates its centenary with two official journeys by invitation only on the 29th and 30th June, and special trains including steam on the 1st and 2nd July 1995.

Brig-Visp-Zermatt (BVZ)

In February there were six Brunig line centre door passenger coaches at Visp works, these are used during the winter to compliment the service from Visp to Zermatt, extra tourist (skiers) load at this time.

Forchbahn (FB)

The new terminus at Esslingen opened on the 22nd March 1995.

Ex-OEG trailer 120 has been sold to C de F Blanc et Argent in France.

Furka-Oberalp Bahn (FO)

Reports of the potential death of the well known shunter at Brig, Te2/2 4926, following the floods there are grossly exaggerated. At the time it was indicated that it had been so severely damaged that it would be withdrawn. However, it was photographed in its favourite spot at the eastern end of the station as recently as 30th April 1995.

The purchase of a further HGe4/4" has been dropped for financial reasons. Instead, research into other ways of moving the traffic began in December 1994. Alone, a HGe4/4" could handle 34 axles, 152.4 tonnes, but with a HGe4/4' cut in near the rear, 44 axles at 227.5 tonnes was possible.

Lausanne-Echallens-Bercher (LEB)

Has ordered solid state interlocking and centralised control equipment from Sasib Railway SpA presumably in anticipation of the completion of the line to Lausanne Flon.

Luzern-Stans-Engelberg (LSE)

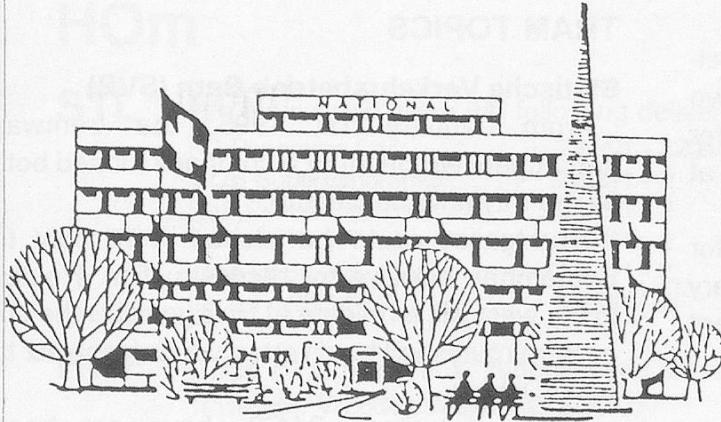
The ambitious scheme to re-locate the steep rack section between Obermatt and Engelberg to ease the gradient to 12% has moved a step forward with the approval by the Bundesrat of a subsidy which will ease the financial burden on Ob- and Nid-Walden whose approval to the scheme is required. The capacity of trains on the Luzern to Stans section is to be increased. ABt210 and 202 of the RBS have been bought to assist in this process.

Montreux-Oberland-Bernois (MOB)

The Cantonal government of Vaud has published proposals to invest SFrs 19 million between 1994 and 1997 for work on a total of 8.26km. of track mostly on gradients and curves to improve safety and comfort of passengers. Work will also be carried out on 0.8km of the Jarman tunnel and 9.3km of the OLE will be renewed between Château d'Oex and Schrönreid.

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Nyon-St.-Cergue-Morez (NStCM)

The purchase of two Bt has been deferred for financial reasons.

Re-alignment of the approach to Nyon station is under discussion with the object of bringing the line to a terminus directly under the CFF station. If the scheme is approved, it is proposed to start work in 1996 or 1997.

Oberaargau-Solothurn-Seeland Transport (OSST) group

The delivery of the 'Low cost' stock to the Biel-Tauffelen-Ins (BTI) line will release two treibwagen and three driving trailers for transfer to the Regionalverkehr Oberaargau (RVO) at Langenthal.

Two coaches and two goods wagons, built for the Langenthal Melchnau Bahn, went in January to the SNCF (metre gauge) Blanc-Argent section for tourist operation there.

Regionalverkehr Bern-Solothurn (RBS)

A new halt was opened at Gümligen Hofgut on Line G on October 22nd. To celebrate the opening preserved SVB tram Be2/2 37 provided a special service between Gümligen and Siloa.

To replace Gem 4/4 121/2, two Tmf 2/2 similar to the RhB 85-90 have been ordered.

Rhätische Bahn (RhB)

The weekday Bergun - Preda 'Schlittelzug' service provided by a Ge4/4' Pendelzug set comprising 4 LS B and BDt 1722. At weekends the BDt was left behind, the set being strengthened by the 'steam' rake, heavyweight B's, and an ABe4/4 to avoid the need to run round.

The 'Krokodil' based at Samedan has been taking its weekly exercise on Mondays by working a goods to Scoul.

Trogener Bahn (TB)

Trailer B 16 has been converted to a 'Partywagen' Brs 16. Like the best restaurant cars, it has a pantograph for a shore supply.

Speicher station is to be rebuilt at a cost of SFrs 12.3 million. This seems high for the station alone. Perhaps the depot improvements are included.

BTI/CEV/RVO

The low cost solution for new rolling stock for some of the smaller companies has been moved

forward by the order by BTI of seven Be2/6 low floor cars from Stadler/SLM/Vevey for delivery by the end of 1996. Power is in the windowless short centre section. Subject to funding, CEV will also place an order possibly in anticipation of the 'Metro', Vevy-Blonaay-Chamby-Montreux.

When the BTI has received its new equipment, two Be4/4 and three Bt will go to the RVO at Langenthal.

TRAM TOPICS

Statische Verkehrsbetrieb Bern (SVB)

From January 1st 1996, the tramway department will become a company funded both by the City and the Canton.

Marktgasse is to be closed from July to September inclusive for reconstruction. Routes to the west will terminate at Heiliggeistkirche but eastern routes will be diverted via Guisanplatz to Saali/Ostring.

Ex-Basel trailers, 341-3, have not been repainted but bear the Bern crest and running numbers. Car 1414 is being used for spare parts.

Basler Verkehrsbetrieb (BVB)

The new BLT depot at Ruchfeld (routes 10 and 11) came into service in December 1994, Arlesheim depot has closed. Colour route identification on blinds is being introduced: route 10 is black on yellow; 11 white on red and 17 extra white on blue.

Transports Publics Genevoise (TPG)

Track laying for route 13 appears still to be on schedule for the opening on the 28th May 1995.

The Meyrin - Annemasse automatic minimetro has been abandoned.

It is understood that 712 + 306 and 734 + 307 sold to a Rumanian importer have not moved because transport charges are unpaid.

Verkehrsbetrieb der Stadt Luzern (VBL)

It is possible that a referendum will be held concerning the possible re-introduction of trams.

Verkehrsbetriebe der Stadt Zürich (VBZ)

18 standard Swiss bogie rakes from the Be4/4 1377 + B 714 series have been sold to North Korea. However a picture in Schweizer Eisenbahn Review shows Be4/4 1415 in original livery at Altsteeten said to be on its way to Rotterdam, on 3.1.95.

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Telephone (0926) 511405 Fax (0455) 251698

HOm

STL We have been given the following delivery schedule:

FO Panorama Car.	2204/1 - 2204/5.	now to mid-May
MOB Superpanoramic.	2208/1 - 2.	May to end June
RhB Pendlezug coach.	2205/1 - 2.	June to end July
Cement Tank Wagon.	3301/1 - 2.	September 'ish'
Loco RhB G4/5.	1101/1 - 2.	now to end May
Loco Tm2/2 of FO.	1100/1 - 2.	November 'ish'

HRF Code 70 12mm track. Wooden and steel sleeper.

1m length, Wooden sleeper (as BEMO)	5.50p
1m length, Steel sleeper, light or dark rust	7.70p
HRF do not make pointwork but we can supply FERRO SUISSE.	

D&R Delivery schedule advised as follows:

Fe2/2 and De2/2 in both kit and ready to run.	Spring.
Ge2/2	Autumn.
FO flat car with load. Bernina B2494	Summer.
FO Panorama car - new livery -	to be advised.
The station bell is available at	£40.00
Electronic level crossing, non barrier type	
with bell sound. at	£71.70
Spare rubbish/rubble containers in blue	
per pair, high or low sided. at	£4.90

EDELWEISS PRESTIGE MODELS

The 'Bernina Krokodil' RhB82 fine scale models in two versions.

Bernina Bhan 82 -	used 1926 to 1946. in green.	£1187.00
RhB 82 -	used 1946 to 1966. in brown.	£1078.00

LEMACO

RhB railcar ABe4/4 No. 56 'CORVIGLIA'	£775.00
MOB railcar BDe4/4 No. 3004 PANORAMIC EXPRESS	£850.00

LOOK OUT FOR US AT:

CHATHAM 10th and 11th JUNE.
WARLEY/NEC 7th and 8th OCTOBER.

We do take CREDIT CARDS

We also supply Merten Figures,

Fides wooden building kits, D & R, RhB and FO rolling stock
STL RhB, FO and MOB rolling stock, FERRO SUISSE, LEMACO

PTT

Modellers should note that PTT vans repainted into the latest yellow and white livery carry 'La Poste' on one side and 'Die Post' on the other.

Vans Z 00-33 612/4-19/29/30 were withdrawn in December 1994.

General

Switzerland did very well in the prestigious international Brunel awards winning the overall award for design excellence. Items of note were Basel No4 Stellwerk, the rail/bus interchange at Chur. 5 of the 44 commendations went to Switzerland including Eurocity III passenger coaches.

There is a proposed monorail from Zürich Altstetten station to a housing estate at Grönau.

New Timetable

The first DACH 'Hotelzug' service, branded as 'City Night Line', to work out of Switzerland will operate the Zürich - Wien service from May. The service is described elsewhere in this issue.

The changes to the Zürich - Chur services have brought adjustments to the Linthal services to maintain connections at Ziegelbrücke with the semi-fast services.

The St. Gallen - Chur service is being marketed as the 'Regio Express'.

The Brünig Line's main expresses, which now include the Panorama, Bar and Jass coaches, are known as the 'Brünig Panoramic Express'.

SBB/BLS/EBT

By the end of 1997, under NEAT plans, some 400,000 tonnes of spoil is expected to be carried by block trains from Frutigen and Blausee-Mitholz to Honrich-Sud, Rubigen and Hasle-Rüegsau.

SBB/DB

Local authorities on both sides of the Rhine are exploring the improvement of services between Koblenz and Waldshut. Electrification is being considered. The historic Rhine bridge would have to be strengthened.

SBB/SNCF

The respective Cantons have given the green light to cross border Basel regional S-Bahn services between Mulhouse in France and Frick/Laufenburg. Six sets of dual voltage NPZ

would be required to operate the half-hourly service beginning in 1997.

INDUSTRY

Schindler

Schindler Waggon have turned out their 'Revivo' coach, a prototype refurbished EW 1 coach, now running as BT 50 48 21-35-461. One of the vestibules has been replaced by a compartment with a picture window running from floor to cantrail level!

Light steel prototype EW1 20-33 103 has been bought back by the company which has, among other things, modified the interior and fitted plug doors. Numbered 50 48 21-35 461 it will be used by the company on the BT for research.

SWG

This manufacturing company is to concentrate major new construction, sales and marketing at Pratteln while short run new production, rebuilding and repairs will be carried out at Altenrhein.

INTERNATIONAL

It is proposed to extend the Paris - Bern TGV's to Zürich from the 1997 timetable. The nine tri-current TGV's are scheduled for refurbishment from 1996.

Five coach NPZ unit 2144 was worked to Mulhouse by a SNCF 'Sybic' on January 18th as a gauging run for the proposed Basel S-Bahn network.

The Hamburg - Luzern ICE service begins on the 28th May, the service will run from Hamburg to Luzern on Saturday mornings and return to Hamburg on Sunday lunchtime.

Class 465

Some comparative data

	BLS Re465	SBB Re460	BLS Re4/4
In service	1994/5	1991/96	1964/83
No. in class	8	119	35
Working weight tonnes	82	84	82
Max. auth. speed kmh	230	230	140
Length over buffers mm.	18500	18500	18500
Trailing load tonnes	650	650	630
up gradient of %	27	27	27
at a speed of kmh	100	80	80
Maximum power kw	7000	6100	
Hourly rating kw			4990

LOKOOP

Ex DR E142-159, now Ae 476-474, has been painted on opposite sides in the colours of the Kantonalbanks Zürich and Thurgau. Half of each side is in white while the other half is in blue and light green respectively. Striking is one word which could be used. Another loco is to be similarly painted.

The allocation is as follows:-

New Number	DB No.	Allocation
Ae476	465	142103
	466	197
	467	199
	468	042
	470	130
	471	150
	472	132
	473	133
	474	159
	475	191
	476	157
	477	118

Arth-Rigi Bahn

The ArthRigi rack loco No. 7, built in 1873, was taken by road in early March from the Verkehrshaus, Luzern to SLM, Winterthur for restoration to working order so that in the summer of 1996 it can take part in the 125th Anniversary, not only of the Rigi Bahn but also that of SLM.

The cost is being divided between the railway and SLM as, not only is the restoration beneficial to tourism but it also makes good public relations and publicity for SLM.

After completion of restoration in the Spring of 1996 and before returning to work, No. 7 will go back to its usual spot in the Museum.

STEAM SPECIALS:-

The Editor has an A3 sheet of Steam specials etc. there are too many details, it would take up about seven or eight pages, I will send one out to any one who wants one, on receipt of a stamped self-addressed envelope, to the editorial address at the front.



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