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NOTEPAD

Swiss Federal Railways (SBB)

Readers of "Business Travel World" have voted the SBB the best railway for quality and service. The SNCF came second and the DB third.

The green light has been given for the development of the Basel S-Bahn network with through running with a two-current NPZ going to Mulhouse in Alsace. The station at St. Johann will be re-opened to passenger traffic.

A 1934 built AB coach with inset doors has appeared in a new engineering livery of mauve with pale blue lettering. Coach number is Xas 98-35 443.

The conditions of the Re4/4's transferred between the SBB and SOB has become somewhat mixed. Following the completion of repairs to No. 10104, SOB Re4/4" No. 44 was handed over to the SBB on April 15th, and emerged from Bellinzona Works on 16th May following an R2 overhaul with the old style SBB stainless steel initials and its former number of 11153 restored over the old SOB paintwork with the crest and line name painted out. By comparison, Re4/4^{IV} No.10102 ran in SOB service for a long time retaining its SBB number, rather than its intended Re 446 446, but was observed on 5th and 6th July with no external numbers (except a painted out 10102), with the SOB number '446' on a plate inside the cab. Re4/4^{IV} No. 10103 now carries its new number, Re 446 447. Prototype Re 4/4" No. 41 is expected to remain in SOB service until December, awaiting the emergence of No. 10101 from Zürich works

The new timetable has seen the end of Re4/4' Pendelzug workings, and the elimination of the class from Canton Ticino. With the closure of the Vevey - Puidoux/Chexbres line during the summer, BDe4/4 workings are restricted to the St. Maurice - St. Gingolph and Olten - Sissach services.

Withdrawn Genève - La Plaine unit BDe4/4" No. 1301 is in store at Satigny while a preservation scheme is put together.

Photographs of the Re 4/4 460-017 'Marklin', taken last year and early this record a striking livery which has passed into history for, in May

1995, the loco re-appeared in a livery which bears no resemblance to the product. If one has seen the carrillon operating at the Swiss Centre in London with the cows, milk-maids etc, on a green mountain background, this gives an idea of the new colour scheme.

The 6.3 Km long Grauholz tunnel north of Bern officially opened to regular traffic on 28 May 1995. Speed through the tunnel is limited to 160kmh at present but the alignment, Type R overhead line equipment and the signalling allows for 200kmh running. Trials at 230kmh will take place in September.

'Chiquitas' There is talk of a private operator using one of these RABDe8/16 units in store on the SBB to run a service from Monthey to Bouveret and St. Gingolph. The set(s) would be reduced to three cars.

The fast train, No. 1628, Basel - Lausanne, had the last three light steel coaches de-railed near Ruchfeld and Munchenstein at about 14.25 on 15 May 1995. Quick action by the Zugsführer and smart braking by the driver doubtless contributed to the fact that there were no injuries.

A new station has opened at Bern, Ausserholligen near the station of the same name on the GBS and Stockacker on the BN. The group of stations will be made an interchange point from June 1996.

From 28 May 1995, the new concept of the "Regio-Express" was introduced between St. Gallen, Buchs and Chur with sets of refurbished Standard steel coaches with blue livery from waist to cantrail divided from the olive green of the lower body by a light green band. The publicity photo shows Re460 haulage.

SBB stations are starting to sell tickets for Eurostar especially promoting the Lausanne-Paris TGV connection.

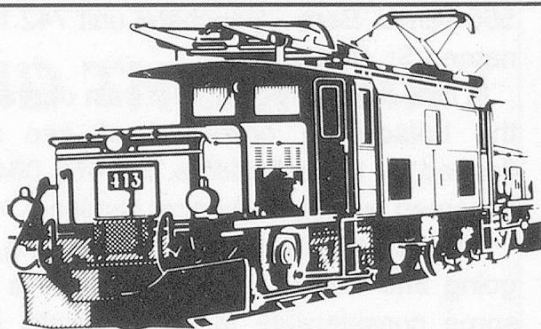
Ae4/7 20976 is now part of the Historical fleet.

Bern-Lötschberg-Simplon (BLS)

The complete service on the new Bern S-Bahn S2 service (Schwarzenburg - Langnau) is provided by BLS NPZ units, which have been fitted with dot-matrix indicators. Recently outshopped units have large car numbers on the cab fronts, with the power car 'renumbered' in the RBDe

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565 series. Bern - Neuchâtel unit 742 has been named *St. Blaise*.

In late June, a regular test train operating over the Lötschberg consisted of two coaches flanked by three Re465's. Re 465 004, as yet unnamed, was in passenger service.

The results for 1994 are disappointing. Without going into detail, all sectors show a decline, some considerable more especially in traffic from other countries and through traffic. The main reasons are given as the strong Swiss Franc and the imposition of VAT but comfort is taken from the fact that all through transit rail operators are suffering similarly. The only division to show a slight profit is that of the ships on the Thunersee and Brienersee. For 1995, there has been some improvement in freight carryings in the period January to May.

NPZ, RBDe4/4 740 (565-740) is named "Uetendorf" and carries the appropriate shield. Similarly, RBDe4/4 733 was named "Boltigen" on 29 April 1995.

Loetschberg tunnel. The 20,000,000th car passed through the tunnel on the 22 June 1995.

465.007 is known un-officially as "Bond" according to the official BLS staff magazine 'Panorama'.

Ae8/8 274 has been placed in store.

Bodensee-Toggenburg (BT)

1994 was a good year. Passenger traffic receipts were up by 2.1% and freight by 14.8%. Planning for the doubling of the main line costing SFrs. 40million is in hand.

CFF

Closure of the Delle - Boncourt Line

It is hard to believe today that this cross-border line opened in 1872 was once the main route between France and Switzerland. At one time, Delle ranked third only to Chiasso for freight much of which was going from France to Italy.

A gradual decline began after World War 1. In 1992, the SNCF closed the line to passenger traffic between Belfort and Delle and to freight in 1993.

Final services were three trains each way Monday to Friday Boncourt to Delle. The last train left Delle at 18.08 on 25 May 1995.

However, the line is to be maintained throughout to Belfort so that it can be restored

for freight traffic in ten days. Further, the approved route for the Rhone-Rhine TGV crosses the line bringing the possibility of a connection so what might happen in 2005?

Emmental Burgdorf Thun group (EBT)

The Huttwil-Wolhusen Bahn steam loco Ec3/3 No. 5 which entered service with the HWB in 1936, the year of its manufacture by SLM, is being restored to working order at the EBT depot at Huttwil. Prior to entering the Verkehrshaus, it was works shunter at Sulzer, Oberwinterthur. In British terms, it could be described as a 'tram loco' having an overall superstructure but without 'skirts' over the motion.

Lausanne-Ouchy (LO)

Canton Vaud is funding a study into the extension of the line to Vennes-Epalinges with the options of an extension in tunnel, elevated people-mover or conversion to light rail with connections to the TSOL and the Lausanne-Echallens-Bercher.

LOKOOP

Ae 476-465 has appeared in an overall red livery embellished with the designs of a bus, funicular car and cable car to advertise the Schwyz-Stoos cable car company.

Mittel-Thurgau-Bahn (MThB)

The iron bridge over the SBB at Kreuzlingen was replaced on the night of 4/5 May by a steel bridge capable of taking heavier axle loads.

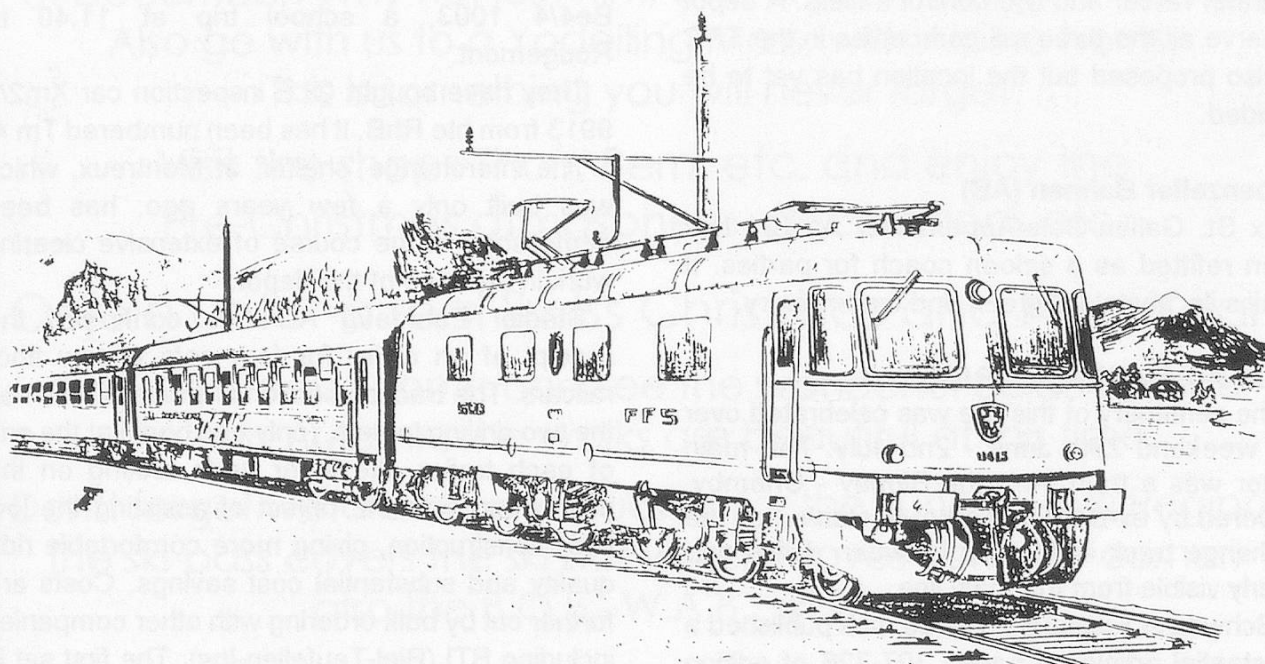
Südostbahn (SOB)

The first two 'NPZ' units, RBDe 566 401/402, were in service as three car sets on the Wädenswil - Einsiedeln and Rapperswil - Arth-Goldau services in early July. The Biberbrugg - Einsiedeln shuttle appears to be the home for an ABe4/4/Bt formation, liberated from the causeway shuttle service by the general extension of the S5 service from Rapperswil to Pfäffikon.

Sihl Zürich Uetliberg (SZU)

The restored BZUe Ce2/2 (built SWS/MFO 1923) returned to service on 1 June 1995. The livery is all-over olive-green.

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Aigle-Ollon-Monthey-Champéry (AOMC)

An investment plan envisages the purchase of a further railcar and two control trailers. A depot to serve all the three rail companies in the TPC is also proposed but the location has yet to be decided.

Appenzeller Bahnen (AB)

Ex St. Gallen-Gais-Appenzeller A² 101 has been refitted as a saloon coach for parties. It retains its 'nostalgic' green and cream livery.

Bière-Apples-Morges (BAM)

The centenary of this line was celebrated over the weekend 29th June - 2nd July. The main visitor was a train from the Blonay - Chamby, powered by ex-BAM G3/3 No. 6, stabled on the exchange track at Morges between duties and clearly visible from the main line.

"Schweizer Eisenbahn Revue" has published a substantial article on pages 307-326 of edition 7/8 1995 concerning its history, development, rolling stock, operation etc. It is well illustrated.

Ferrovia Lugano - Ponte Tresa (FLP)

The second Be4/8 from the FART, No. 41, carries the name 'Collina d'Oro'.

Postal traffic is still active on the FLP. The postal motorcoach, Ze4/4 No. 4 *Tresa*, makes two return loaded journeys on weekdays to Ponte Tresa, the easiest to see leaving Lugano at 14.00. On the first and last services, postal van Z8 carries traffic between Lugano and Magliaso.

Lausanne-Echallens-Bercher (LEB)

The old terminus (a temporary station built in 1873) at Lausanne Chauderon closed on 26th May, to be replaced by the first stage (710m) of the extension to Flon. The 540m tunnel ends at a new Chauderon station 20m under Rue des Terreaux. It is hoped that the facade will be preserved at the Luzern Museum.

Montreux-Oberland-Bernois (MOB) Group

The absorption of the CEV line into the MOB group is proceeding apace. CEV Te2/2 No. 81, the long-time station pilot at Blonay, has moved to Gstaad, while BDe4/4 No. 105 has taken over pilot work at Les Avants from the old MOB

automotrice BDe4/4 15. In the other direction, MOB Be4/4 No. 1002 is now based at Vevey. From May 28th, a passenger turn has been provided for the Chateau d'Oex pilot, normally Be4/4 1003, a school trip at 11.40 to Rougemont.

They have bought OLE inspection car Xm2/2 9913 from hte RhB. It has been numbered Tm 4.

The interchange 'shelter' at Montreux, which was built only a few years ago, has been demolished in the course of extensive clearing work in the area of the depot.

Stadler Fahrzeug AG has confirmed the receipt of an order for four sets of low floor railcars. The traction section is situated between the two driving trailers, (only one bogie at the end of each trailer, the inner ends resting on the power car) with the object of assisting the low floor construction, giving more comfortable ride quality and substantial cost savings. Costs are further cut by bulk ordering with other companies including BTI (Biel-Taufellen-Ins). The first set is due for delivery in 1997.

Nyon-St.-Cergue-Morez (NStCM)

The former Lausanne-Echallens-Bercher BDe4/4 22 has been repainted in NStCM livery and numbered BDe4/4 221. It has been equipped with an old type centre buffer/coupler and will be used on work trains.

Regionalverkehr Bern-Solothurn (RBS)

The new low-floor centre sections, converting the 8 ABe4/6 units into ABe8/8's Nos. 65 - 72, can be confirmed as a great improvement on the old arrangements. The first class section is branded 'La Primera'. The unstretched Be4/8 Nos. 62 -64 have been working on the Bern - Unterzollikofen shuttle.

Regionalverkehr Oberrhein (RVO)

The 78 year old G24/4 126 has emerged from an overhaul at Langenthal to continue its life as a reserve loco.

Rhätische Bahn (RhB)

RhB Ge4/4" 643 ran from Landquart via Disentis to Andermatt and thence to the Furka Basistunnel for tests of transformers, brakes and adhesion performance in tunnel conditions before acceptance of the class to work the

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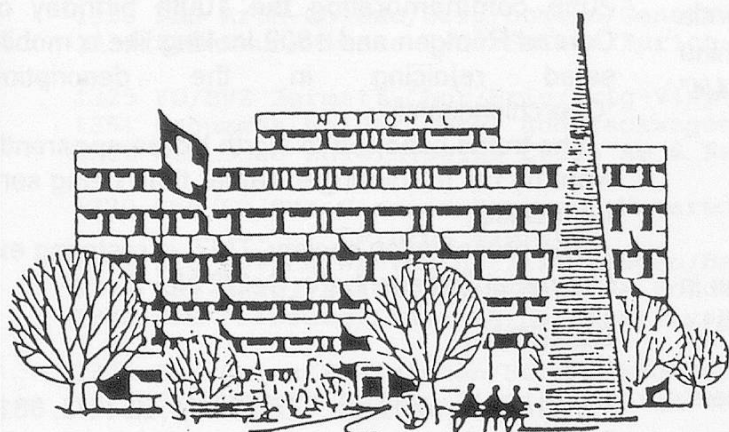
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Le tram 13. Pour évoluer avec son temps!



Above: A topical postcard from our member Charles Bradshaw, who lives in Geneva, kindly sent this to the Editor at the start of the No 13 tram service. He is sending an article and photos for the next edition.

Vereinertunnel. The transfer was made on 15th May 1995. Over the rack sections of the FO, a FO HGe4/4" acted as a 'safety' loco.

Following a bridge washout just east of Saas, the Davos line was blocked between Kublis and Klosters at the end of June, with buses provided over the intervening section. Connections were maintained at Davos Platz with the Filisur shuttle trains.

Chur - St. Moritz services are now in the hands of Ge4/4" and Ge6/6" locomotives, with Bernina Express services worked by Ge4/4' and Ge4/4" locomotives.

TRAM TOPICS

Städtische Verkehrsbetrieb Bern (SVB)

At the end of June, the following stock was in use on each line. Line 3 - Low floor cars (731 - 742) or Articulated cars (711 - 726).

Line 5 - 1960 Bogie cars (621 - 636) + trailers, with one Low floor car working.

Line 9 - Low floor cars, with Articulated cars towing trailers until 19.00 on weekdays.

Occasional appearances were made by the surviving 1947 bogie cars (601 - 620 series), while one bogie car was seen without a trailer. No Basel livery trailers were seen operating, although B341 was visible on the open tracks in Burgenzli Depot.

Basler Verkehrsbetrieb (BVB)

Centenary celebrations for the electric tramways will be held during the period 1 - 3 September. Trams commemorating the occasion carry the inscription '100 Joor BVB 1895 - 1995'.

A preservation society has recovered from Kriens the body of an ex-Luzern tramways 4 wheel trailer No. 58 which was one of eight transferred from Basel in 1942-44. It is to be restored.

Transport en commun de Neuchâtel (TN)

The historic tram, Be2/2 73 (built 1922) and B2i No. 1 (built 1894) will run from Place Pury to Boudry at 14.16 and 15.36 returning from Boudry at 14.56 and 16.16. Special fares apply.

Transports Publics Genevoise (TPG)

Route 13 opened to Public traffic on 28th May 1995 following the official opening parade which included the first 'stretched' Be4/8 No. 836 and the two preserved trams Be4/4 729 and 67. Services are at 7.5 minute intervals from Cornavin to the turning circle at Augustins, with half the service extended to Bachet.

Verkehrsbetriebe der Stadt Zürich (VBZ)

Four more units have appeared in overall advertising livery, two 2000 sets operating together as 'Kantonstram' commemorating the 125th anniversary of the Zürcher Kantonalbank, 2056 commemorating the 100th birthday of Conrad Röntgen and 1802 looking like a mobile salad rejoicing in the description "Churchichaschli".

The trams exported to North Korea apparently went by rail to Vlissingen rather than being sent from Basel.

The preservation society, TMZ, is restoring ex-Limmattal Strassenbahn Ce2/2 No. 2.

GENERAL

PTT

Withdrawn vans are:- Z2 105/11, Z611/3, 881-6. 40 withdrawn postal vans are being given to Bosnia and Roumania. In Bosnia they will be used as hospital vans but will continue in postal service in Roumania.

Rive-Bleue-Express (RBE)

RBE has obtained the 270h.p. Tm 2 from Raffinerie du Sud-Ouest at St. Triphon. The loco, built by Ruston in 1955, has been repainted in a red and black livery.

Feldschlosschen Brauerei, Rheinfelden

Steam working is confined to specials or when the diesel No. 1 (Henschel built 1963), transferred from the Cardinal brewery, is out of use. The diesel first worked on 19th December 1994.

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| 1370 RhB/FO/BVZ Glacier Express. Unterengadin Express | | |
| Bernina Express | | each £ 8. 85p |
| 1371 SBB Zurich/Winterthur/Kreuzingen/Basle SBB/Schaffhausen | | |
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| | | each £16. 40p. |
| 1473 Manufacturers plates Guterwagen | | each £ 5. 55p. |
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'The plinthe loco, "Molly", which stood so long on a short section of track on the platform at Turgi, has gone. Does anyone know where it is?

CIWL/Mitropa/SBB

A new company, "Eisenbahn Service AG (EBS AG) with headquarters in Basel, has been formed to take over the operation and staffing of sleeping cars and couchettes where the services originate in Switzerland. It is in partnership with Wagon-Lits and Mitropa with whom it has made a deal expected to reduce supplements on the cars by 8%. Operations began with the timetable change on 28 May 1995.

Eurovapor

SBB 'Tigerli' E3/3 8532, which the organisation bought from the SBB for SFrs 1, is now stationed at Kandern on the Kandertal Bahn within easy reach of DBAG Basel Bad.

New Timetable

The travel and price information has been restored to the Kursbuch. As a promotional exercise, the 'Electronic Timetable' was reduced to SwF16 from July 1st.

1997 Timetable. Planning for this, a further development of the Taktfahrplan, is well in hand to take advantage of the substantial infrastructure and rolling stock improvements. These include the Grauholz tunnel. Aarau-Rapperswil quadrupling, Rotsee-Rotkreuz doubling, nine ETR 470 Pendolino trains, 58 double deck IC coaches with 60 air-conditioned IC driving trailers.

There will be half-hourly non-stop IC services Bern-Zurich as well as a half-hourly Geneva-Zurich. Restoration of a through service from Basel to Winterthur will be achieved by extending the hourly Basel-Zurich trains to St. Gallen. An innovation is a direct hourly service Interlaken Ost-Bern-Zurich-St. Gallen using double deck coaches.

Government Investment in Swiss Transport.

A long and informative article in Schweizer Eisenbahn Review 6/1995 shows, among other things, the planned investment to the end of 2005 broken down in some detail. One

interesting item is the re-financing of the SBB to the tune of SFrs. 13,000 million.

INDUSTRY

A further version of the 'Low-Cost' railcars, designated GTW 2/6, has been ordered to work on diesel power over the currently closed line which runs north from Radolfzell (Untersee) to Stockach. This is the AEG offering for the new market in Germany for lightweight railcars, in competition with the Duewag RegioSprinter, now in service in Nordrhein - Westfalen (with a bodyshell provided by Alusuisse Lonza, among others).

The SIG Neitec tilt development train has been under test between St. Gallen and Winterthur. The train, the three ex BR sleeper cars powered by BT Re4/4 92 and an Re460, modified to reduce its axle loading to 17.5 tonnes, has achieved an impressive speed improvement, such as 130km/h through Schottikon (the line limit being 95km/h!). A deeper description of current performance was published in the June 1995 'Modern Railways'. By July, the train, now augmented by 'Pendolino' outline stock, was back on trial on the Bern - Luzern line headed by the BT Re4/4.

Schindler

Schindler Wagon is beginning trials of the world's first bodyshells 'Spun' with fibre composite and hard foam materials. The 16 metre long bodies are mounted on single axle trucks fitted with SIG tilt mechanism in which the ex-British Rail sleeping cars bought by SIG were used in part of the trials of the system. The three coaches will be tested at speeds of up to 200kmh.

An article in 'Schweizer Eisenbahn Revue' 6/1995 by a senior officer of Schindler Wagon AG reveals some interesting design ideas not least a 'Panoramic' NPZ.

INTERNATIONAL

On 5th July, a serious accident involving a Swiss train occurred near Domodossola when IC 334, the 12.25 Milano Centrale - Bern, collided with a FS ballast train. There were 2 fatalities.