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NOTEPAD Supplied by Nick Freezer & Brian Hemming

SBB

From 1st January 1999 the SBB will be re-structured as a limited company under the name 'SBB AG'

At the end of June Re4/4^{II} 11228 received full side advertisements for "SBB Reisebüro Kuoni".

For a trial period, commencing on 24th May 1998, morning and evening trains are again being operated by the RVT (see below) on the line from Travers to Les Verrières. With the exception of TGV services, no regular passenger trains have run on this line since 1993 when the local services were withdrawn and replaced by buses. An average of 20 passengers minimum is required to ensure continued support from Canton Neuchâtel.

The prototype tilt train 500.050 comprising two driving ends and two coaches started trial running in Eastern Switzerland from mid June. From September it was working between Montreux and Brig on high speed trials up to 220km/h, whilst in December it is expected to move to the Grauholztunnel for tests at 200km/h and the Gotthard-Südrampe for maximum tilt tests. It is hoped the first production units, which will each be made up of seven vehicles, will appear from June 1999 on the Genève/Lausanne-Biel/Bienne-Zürich-St.Gallen and Genève/Lausanne-Basel routes. The whole batch of 24 units are expected to be in service in time for the opening of the National Expo in 2001.

For an air display at Altenrhein between Rorschach and St Margrethen on 8th and 9th August, up to 6 trains per hour served a temporary platform on the north track east of Rheineck. In addition to the normal Rhein valley services, the Winterthur - St Gallen local service was extended to and from St Margrethen, worked by pairs of Re 450 DPZ sets. A fortnight later, the celebrations for 50 years of Kloten airport saw special services on the Kloten and Flughafen lines, and a temporary station on the Schaffhausen line at the 'back' of the airport between Rümlang and Glattbrugg, served by both scheduled trains and a shuttle service from Zürich Hbf.

The next batch of double deck InterCity stock will include 12 AD and 26 Br 'Bistro' vehicles.

Trial operation of the prototype cab signalling system between Zofingen and Sempach is scheduled for November 1999, for parallel operation with the existing signalling. From the timetable change in May 2000 the lineside signals will be removed and only units fitted with cab signalling. A total of 53 traction units have been authorised for fitting under the initial scheme.

A project to carry out a 'mid life' refurbishment on the existing EW IV fleet has been approved.

PRIVATE RAILWAYS

Standard Gauge

BLS Lötschbergbahn (BLS)

Work has started on doubling the section of track between Riedbach and Niederbottigen on the Bern-Neuchâtel line. Meanwhilte the rebuilding of Ins station on the same line continues apace.

St-Blaise BN station has been renamed St-Blaise-lac.

In June and July two special freight trains were operated over the Lötschberg route. A 3,200 tonne train was hauled from Limburg in Germany via Basel, Thun and Brig to Domodossola by three Class 152 locomotives of the Deutsche Bundesbahn. As far as Kandersteg the train was headed by two of the locomotives, and banked by the third. At Kandersteg one of the leading locomotives was moved to the back of the train to assist in braking the train down the Lötschberg Südrampe. On the 9th of July, SBB Re460.017 and BLS Re465.001 departed from Basel, picked a similar train up at Limburg and then ran over the same route to Domodossola. For both these trial runs the locomotives involved received modified pantographs.

Chemins de fer du Jura (CJ)

Tm^{III} 5, an SLM built diesel electric four wheel shunter (SLM 4256 of 1956) new to Papierfabrik, Perlen, has been acquired from Aciers Schmutz, Orbe for use at Glovelier on rollschemel transfer duties.

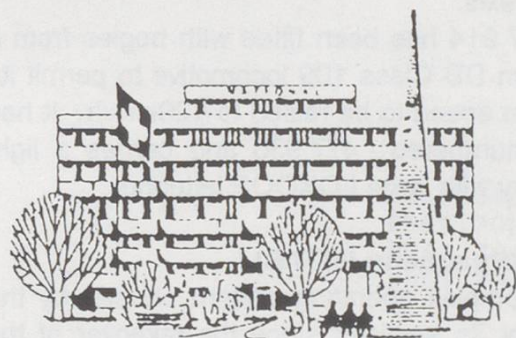
Lokoop AG

In conjunction with the German branch of the MThB, this consortium are looking to acquire dual

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Above: Bex-Villars-Breteye (BVB) Xe4/4 1501 seen here at the depot at Bevioux in new livery a reversal of the normal red with yellow graphics, 30/10/98.

voltage locomotives (15kV AC / 3kV DC), similar to the recent FS E412 design, to work Huckepack services between Freiburg im Breisgau in Germany and Novara in Italy over the Lötschberg / Simplon axis.

Ae 477.914 has been fitted with bogies from a withdrawn DB Class 109 locomotive to permit its maximum speed to be raised to 120km/h. It has been renumbered 477.930 and carries a light grey livery with large LOKOOP lettering.

Mittelthurgaubahn (MThB)

The complex operating pattern chosen by the MThB for its services since the takeover of the Seelinie from Schaffhausen to Rorschach has proved difficult to work with the unimproved infrastructure received from the SBB. Late running and broken connections have apparently been endemic.

The MThB reports that since it started operating services on the Radolfzell - Stockach line in Germany, which was closed to passenger traffic in 1983, passenger numbers have increased to 2,500 daily.

PTT

A "Unimog" type road-rail vehicle numbered PTT 15 was observed on rails in September at the PTT stores depot to the west of Sion station. The PTT has a similar vehicle, PTT 13, which is based at Kriens.

Regionalverkehr-Bern-Solothurn (RBS)

Seventeen intermediate low floor coaches have been ordered from Stadler to insertion into the Be4/8 railcar units in the 41 - 60 series. The discrepancy in numbers is probably because two or three units are generally out of service for routine major overhaul.

The freight service on the dual gauge line between Worblaufen and Deisswil is under threat of withdrawal in May 1999 if financial support requested from the Cantonal and Federal authorities for modernisation is not granted.

Rorschach-Heiden-Bergbahn (RHB)

A new articulated railcar, BDeh3/6 25 was officially received on 5th September. The capacity is

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CFF Ae 4/6 10810.	green.	
SBB Ae 6/6 11412	ZURICH, green, weathered	£360.30p
CFF Ae 6/6 11422	VAUD, red, weathered	£360.30p
SBB Ae 6/6 11418	ST.GALLEN, red, chrome lettering	£360.30p
BLS Be 6/8 201 - 204,	brown.	
BLS Ae 6/8 205 - 208,	brown.	
SBB Ae 3/6 ³ 10265,	brown	£334.00p
SBB Ae 3/6 ³ 10264,	brown.	
SBB Ae 3/6 ³ 10262,	green	£334.00p
SBB Ae 3/6 ³ 10268,	green.	
SBB Be 4/7 12502,	brown.	
SBB Be 4/7 12504,	brown.	
SBB Be 4/7 12506,	green.	
SBB Be 4/7 12505,	green.	
SBB Bm 6/6 18509,	brown.	
SBB Bm 6/6 18507,	red.	
SBB Eb 3/5 5819,	grey.	
SBB Eb 3/5 5815,	black.	
MThB Eb 3/5 5810,	black.	

Germany.

DRG BR 45 012,	black, weathered	£460.30p
DRG BR 06 001,	black	£567.70p
DRG BR 06 002,	black	£567.70p
DRG BR 06 001,	green	£567.70p
K.W.St.E Gattung C,	green.	
K.W.St.E Gattung C,	grey.	
DRG BR 18 (ex.Wurtt.),	black.	

France.

SNCF 141 P 17,	green.
SNCF 141 P 184,	black.

There is a qualification to the prices indicated.

Please ask for further information.

196 (86 seated + 110 standing) and includes a dedicated bike area. It has maximum speeds of 70 km/h (adhesion) or 35 km/h (rack). The wheel arrangement is (A1')(A1')(A1'). It was built by Stadler AG, Bussnang with electrical parts by ADtranz and bogies by SLM. The unit is equipped for radio control, allowing it to be driven from any of the RHB's coaches, including its 1870's built 'steam' set. The launch coincided with the Bodensee Steam festival, for which the RHB turned out its latest steam engine H2/2 5 Rosa.

Régional du Val-de Travers (RVT)

The RVT is operating the revived limited service between Travers and Les Verrières. The trains involved being nos. 4356, 4358, 4384 & 4389. (See also SBB notes)

Südostbahn (SOB)

Te 54 is an acquired tractor, previously unrecorded, which normally operates at Schindellegi-Feusisberg. It is believed it was formerly Te¹ 45 with the Federal Railways.

The 1999 timetable is planned to see a major change to operating practice in the Rigi area. The SOB will take over operation of the Arth/Goldau - Luzern via Meggen local service. The through Luzern - Romanshorn service will be increased to an hourly frequency, although every other train will run as a local south of Biberbrugg.

Sihltal Zürich Uetliberg Bahn (SZU)

Construction traffic from Hüntwangen to Zürich Brunau started on 3rd September. The 1440 tonne trains require two Re460's to climb the gradient from Zürich Wiedikon to Geissshübel.

Metre Gauge

Gornergratbahn (GGB)

From 1st July 1998 the company was renamed Gornergrat-Monte Rosa-Bahnen. It appears that the acronym, GGB, will continue to be used. On 20th August 1998 the centenary of the opening of the railway was celebrated with the offer of return fares at the 1898 price - 10 francs!

Montreux Oberland Bernois (MOB)

The long established running of cattle trains in the spring and autumn, ceased last year when the cattle unloading dock at Gstaad was demol-

ished to make way for road improvement works.

Nyon-St.Cergue-Morez (NStCM)

A plan has been presented to move the NStCM terminus from its street location outside the main line station at Nyon to a new underground station. It is reported that this could be in operation by 2001.

Oberaargau-Solothurn-Seeland-Transport (OSST)

The railways in the OSST Group (BTI, RVO and SNB) together with the LTB (Ligerz-Tessenberg-Bahn) funicular railway, their bus services and those of the Oberaargauische Automobilkurse (OAK) are to be merged in 1999. The shipping services on the Bielersee, although remaining part of the OSST Group, will not be included in this merger.

The two treibwagen transferred from the BTI to the RVO have been renumbered 1103 and 1104. Originally built for the SZB, their wheel profile does not permit operation on the St Urban branch.

Rhätische Bahn (RhB)

Although the red livery has been retained, Ge4/4^{III} 645 has now received an advertisement based on the current Bemo catalogue cover on both body sides, whilst both ends carry the Bemo logo. The end running numbers have been reduced in size and moved to a position above the windows and to the right of the upper headlight, whilst the name and crest are below the cab window on each side adjacent to the door.

Two of the former MOB Pullman saloons, As 1143 and 1144 have been refurbished, fitted with equipment for rack operation and repainted in a blue and cream livery, with Alpine Classic Express lettering. In addition the two axle luggage van D2 4062 been repainted in the same livery. The set will be marketed as the Alpine Classic Express, and can operate over not only the RhB but also the Furka-Oberalp (FO) and Brig-Visp-Zermatt (BVZ) systems. The remaining two saloons, As 1141 and 1142, which will not receive rack equipment will be used on the Bernina line.

It is reported that the former Berninabahn yellow livery is to be revived on at least one of the older railcars and a coach.

Ge4/4^I 601 - 610 and Ge6/6^{II} 701 - 707 have all



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 - GFM 1: The Gruyère Line (Palézieux/Montbovon)
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 - BLS Lötschbergbahn (Brig/Thun)
 - Gotthard North (Zürich/Göschenen)
 - Gotthard South (Chiasso/Airolo)
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 - Davos Line RhB (Landquart/Davos/Filisur)
 - MOB (Montreux Oberland Bernois Railway)
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SBB Re 6/6 Chiasso/Airolo With the driver hauling the EC *Verdi* service along the southern ramp of the Gotthard line. No commentary. Stations named on screen. R/T 90' **£19.95** (+£1 p/p)

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now been fitted with new single arm pantographs.

Four coaches of the historic train normally hauled by the steam locomotives were derailed at Grütsch on 25th July 1998. The three second class coaches were not badly damaged, but the baggage car D 4052 "Rhätia-Stübli" was damaged beyond repair. D 4054, currently in red livery, will be overhauled and used as a replacement for D 4052.

Ge4/4^{III} 647 returned to service in July after suffering accident damage in November 1997. The driving controls have been modified to be the same as the new Ge4/4^{III} 650-652 on order. The other 8 locomotives of this type currently in service will be similarly modified in the near future.

Additional information regarding the "new" driving trailers used on the Arosa line has become available. Bt 1703 in the Arosa blue livery was formerly ABt 1702. The recently introduced ABt 1702 was formerly ABt 1701, whilst the former ABt 1703 will become ABt 1701.

50,000 metres of new rails ordered for the Vereina Tunnel project will be manufactured by Voest Alpine at Donawitz, Austria. They will be transported in 60 metre lengths by rail via Buchs SG to Domat-Ems where they will be transhipped to Kk type wagons and carried on the RhB Albula line to Sagliains.

From early summer 1998 a new double track section has been in operation between Bergun & Preda on the Albula line.

A new transfer depot is being built at Campocologno to handle lumber and heating oil transfer, relieving pressure on Tirano.

Transports Public du Chablis (TPC)

It has been announced that the four railway companies currently owned by the TPC, the Aigle-Leysin (AL), Aigle-Ollon-Monthey-Chambéry (AOMC), Aigle-Sepey-Diablerets (ASD) and Bex-Villars-Bretaye (BVB) will be formally merged on 1st January 2000.

PRESERVED RAILWAYS

Dampfbahn Furka Burgstrecke (DFB)

Work continues on rehabilitating the route to Gletsch, and on 30th July a works train ran from Furka to Gletsch. This was the first train of any sort over the route since 1981. It is expected that a full timetable between Realp and Gletsch will

be operating in the Summer of 2000. Meanwhile a connection with the FO at Realp is being established and is expected to be opened by the end of 1998.

Trams

Transport Public Genevois (TPG)

Be4/8 849 has been running as a tram restaurant since 10th June. The airline style catering is provided by a Genève restaurant.

Verkehrsbetriebe der Stadt Zürich (VBZ)

Line 11 was extended by 400 m from 7th September to a new terminus at Oerlikon Messe/Hallenstadion.

In conjunction with a UITP Tramway conference in Zürich between 14th and 18th September, a Siemens 'Combino Tram' from the Saarbahn system was demonstrated on the Zürich system.

Riffelalp Tramway

The two trams formerly operating on this now closed line have been moved from storage at Riffelalp to Zermatt where they are plinched in front of the Alpine Museum. Meanwhile, the Riffelalp Hotel, which was burnt out in 1961 and resulted in the closure the tramway, is being rebuilt and should be fully open for business within the next few months. Restaurant facilities already exist. There is no remaining evidence of the tramway, but a group has been formed with the aim of restoring the line as a tourist attraction when the hotel re-opens.

Please submit articles for the
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THANK YOU