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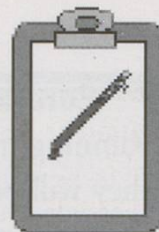
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**International**

The mid-autumn timetable change on 6th November 2000 saw the extension of the S33 Winterthur-Schaffhausen service over the DB line to Singen, bringing Swiss trains to Thayngen for the first time. Services are provided by Re4/4<sup>III</sup> Pendelzug sets; Kolibri units are not yet passed for running over DB tracks.

By comparison, the extension of the Geneva-La Plaine service to Bellegarde, planned for 3rd December 2000, has not taken place. The delay is caused by the French track authority RFF, who have not authorised the Bem550 units for operation into France.

A new operating company, provisionally named Regionalbahn Ostschweiz (RBO) is to be formed in Summer 2001. Financed 66% by SBB and 33% by the Mittel Thurgau Bahn (MThB), it will take over those companies' local services in North East Switzerland and South Germany over around 550 km of track. The joint venture is expected to bid for local and InterRegio services in Germany which DB Regio is looking to relinquish.

**SBB CFF FFS**

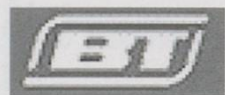
The four track section out of Zürich was extended from Dietikon to Killwangen-Spreitenbach in November 2000, as was the third track south of Winterthur.

The Bahn 2000 relief line between Muttentz and Liestal opened on 4th December. The 7.1 km long route includes as its centrepiece the 5.3 km long Adler tunnel.

Around 20 Ae6/6s will be fitted for multiple operation, allowing the SBB to deploy them as Ae12/12 power units, capable of working 1350 tonne trains over the Gotthard, comparable with the existing Re10/10 (Re4/4<sup>III</sup>+ Re6/6) formations.

**BLS Lötschbergbahn**

Thun-Spiez local services will cease at the June 2001 timetable change, following a cut back in support from Bern Canton (see also STB).

**Other Standard Gauge**

For the duration of the World Ski Championships from 28th

January to 10th February, the BT provided a daily return service from Uznach to St Anton am Arlberg via Herisau, St Gallen, Buchs and Feldkirch. Re 456 094 has been painted in a related advertising livery. (See colour pages).

**Oensingen Balsthal Bahn (OeBB)**

At the end of August, with both ex BLS ABDe4/8 units out of service, the OeBB hired a three car Pendelzug from the BLS; motive power was provided by Be4/4 762.

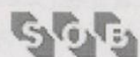


The latest reported status of the ten Be4/4 locomotives is as follows:

102 / 171 now in RM historic fleet.

101 / 4 / 5 sold to private individuals.

103 / 6 / 7 / 8 / 172 withdrawn, waiting disposal.

**SÜDOSTBAHN**

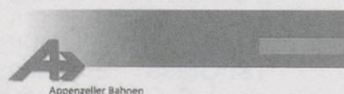
Trials of the new Lokoop / MThB Re486 (BD BR 145) over the SOB gradients were carried out in November.

**Sensetalbahn (STB)**

Bern Cantonal Council has decided that from the June 2001 timetable train that the hourly Flamatt-Laupen shuttle service will be withdrawn and replaced by a bus service from Thörishaus. The hourly S1 service from Laupen to Bern and Thun is not affected. The Flamatt-Laupen service will continue to be worked by an SZU Pendelzug formation (BDe4/4 595).

**Transports de Martigny et Regions SA (TMR)**

The standard gauge CF Martigny-Orsières and metre gauge CF Martigny-Châtellard, long term partners, have been amalgamated under the above title.

**Metre Gauge.**

Reconstruction of Uznach station has now been completed.

**Ferrovia Lugano - Ponte Tresa (FLP)**

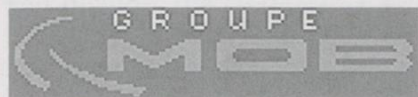
A new halt is planned at Molinazzo near Bioggio for use as a postbus interchange.



Plans have been drawn up for a new, underground, station at Ponte Tresa, at the end of a 1.25 km tunnel from Caslano. The station would be laid out for a possible extension to Luino.



Heavy snowfall on the night of 17th/18th October brought down the overhead on the Oberalp Pass section, suspending services between Andermatt and Dieni for several days.



AB 307 and 308 are being converted for use in two car 5000 units Be4/5 5001 and 5002; they will be modified as second class only.

### **Regionalverkehr Bern-Solothurn (RBS)**

To allow the use of three car Mandarinli units on Line W to Worb, the loops at Stettlen and Boll-Utzen are being lengthened, the latter to 700 m. The only line out of Bern RBS to retain two car units will be line Z to Unterzollikofen.



The opening of the Vereina tunnel is reported to have increased takings at Scuol/Tarasp by no less than 63%, while the tunnel shuttles have been carrying an average of 844 cars daily!

The Bernina line was blocked by an embankment slip between Cadera and Poschiavo from 19th November until 6th December.

Bernina electro-diesel Gem4/4 802 has been modernised and fitted with a new diesel engine.

The press launch of ABe4/4 30, repainted in original

Berninabahn yellow livery took place on 4th November. Short WR 3814 was due to re-enter service at Christmas after a major overhaul. Painted in a dark blue livery to match the Pullmans, it now runs on the prototype PA 90 bogies designed by SIG for the EW IV fleet.



**TROGENERBAHN**

St Gallen is investigating the possibility of restoring a town tram service using the existing TB tracks.

### **Wengernalpbahn (WAB)**

It has been decided that the Grindelwald-Kleine Scheidegg section of the WAB will remain a rack railway and be modernised at a cost of SFr47,000,000. Serious consideration had been given to its conversion to a cable car. This however would have cost more and the public preferred the retention of rack. In typical Swiss style they would have had the final say anyway. One particular sticking point was Grund. At present the trains reverse but passengers on, a cable or gondola car system would have required a change of car.

By 2004 new panoramic units will be introduced which, together with the reconstruction of Grund station and a double track island between Rohr and Brandegg, will improve the service capacity from 1400 to 1800 pax per hour and yet be simpler to operate. The Jungfrau management are also going to introduce new and similar units on the Jungfrau Bahn itself at a cost of SFr27,000,000.

### **Industrial**

1903 established catering firm SSG is now named Passagio, with a view to foreign business.

## **In Memoriam**

The "PREDA TEAM" would like to place on record our appreciation of the life of Society member David J Fullarton who sadly died in November 2000.

Having a long interest in rail and road transport, in particular that of Switzerland, David and his partner Dianne spent many happy holidays in that country. The Bernese Oberland became a particular favourite and they spent several Christmas/New Year holidays based in Interlaken.

The team got to know David when he invited us to take our layout "FILISUR" to the Wolverhampton Model Railway Club exhibition in 1987 (or thereabouts). when he was exhibition manager. Subsequently he joined us as an operator of the layout and became an integral part of the team planning, researching and building our current layout "PREDA".

His warmth, commitment and enthusiasm for the layout, things Swiss and his positive outlook in life will be sadly missed.

Barrie and Diane Kelsall, Duncan and Margaret Headley, David Yule, Bernard Haste, Roger Swaab