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GADDING ROUND GENEVA

A SLIGHTLY DIFFERENT AREA FOR A CHANGE. THE FRENCH PART OF SWITZERLAND IS NOT FEATURED QUITE AS MUCH AS OTHERS. PAUL LOOKS TO REDRESS THE BALANCE A LITTLE.



BDe4/4¹, 1301 at Geneva Cornavin in September 1982. Built in 1956 for the service to the French border at La Plaine, with sister 1302 built the following year, they were the only vehicles lettered "CFF SBB" being effectively trapped west of Geneva, as the line from La Plaine was electrified at part of the SNCF 1500 V dc electrification south of Paris on 27 September 1956. It was originally opened on the 18 March 1858 by the Lyon - Geneva Railway, which was grouped into the Paris - Lyon - Méditerranée on 1 January 1862.



The New Order. Bem 550 000 stands at Geneva Cornavin when working the shuttle service to La Plaine. These low floor units were introduced in 1994, having been built by Ateliers de Constructions Mécaniques at Vevey, with electrical equipment supplied by ASEA Brown Boveri. The yellow doors may not be aesthetically pleasing to all, but they are to assist visually impaired travellers to locate them. The diesel engines are provided to enable them to reach the depot.



An SNCF TGV unit 31 passes La Plaine on a Paris - Geneva working. Nine units, numbered 100-108, are also equipped to work on the Swiss 15 kV 16 2/3 Hz for through working to Bern and Zürich. Frontier controls are carried out at Geneva. On the left Bern 550 000 waits to take up its next working to Geneva on 29 April 2001.



Re 4/4¹ 11193 waits at Geneva Cornavin before going forward to Geneva Airport on 29 April 2001.



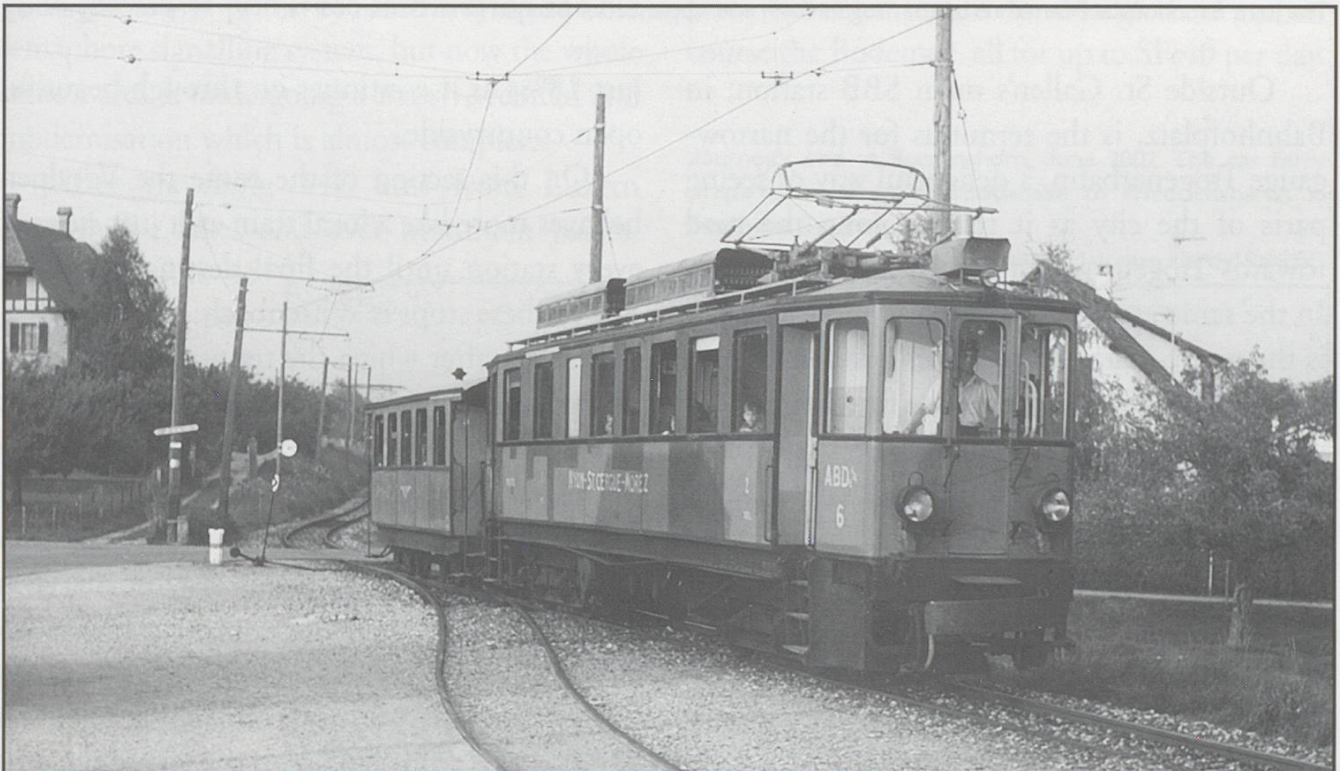
Re4/4^{II} III13 in Swiss Express livery passes Coppel on a Luzern - Geneva Airport express in September 1982. Note the automatic coupler and the profile of the Mark 3 coaches to allow the bodies to tilt. The locomotive now carries red livery.



Bière - Apples - Morges BDe4/4 number 5 of 1949 looks somewhat forlorn at Morges on 10 September 1989. Initially opened on 1 July 1895 from Morges to Bière, it was electrified throughout exactly 48 years later, unusually, though not uniquely, in using a 15 kV 16 2/3 Hz supply system. The branch to L'Isle opened on 12 September 1896 as the Chemin de Fer Apples - L'Isle and was absorbed into the BAM on 1 July 1899.



Nyon-St. Cergue-Morez ABDe4/4 number 6 opposite the CFF station in Nyon. It was built by Schlieren and Brown Boveri 1916. This line was opened from Nyon to St. Cergue on 12 July 1916 and extended to La Cure at the French border on 18 August the following year. It finally reached Morez in France on 7 March 1921, though the French section was closed on 28 September 1958. It was electrified from opening at 2200 V dc, the highest dc voltage used in Switzerland, though was later reduced to 1500 V dc. Four of these vehicles dating from 1916 have been preserved on the Chemin de Fer de La Mure in France.



Nyon - St. Cergue - Morez ABDe4/4 number 6, built by Schlieren and Brown Boveri in 1916, descends into Trelex. The descent from St. Cergue is relatively steep and the pantograph is being raised as power will be needed on the next section down to Nyon. This Swiss practice is interesting in that while rheostatic braking is being used, a residual magnetic field is required in the field windings of the traction motors to initiate the generation of current and start the braking of the train. Once established, the current will provide the necessary field.