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& 642 they are to be seen at the head of trains of domestic rubbish rather than carrying tourists up the Schanfiggtal.

The CJ also see opportunities to expand their business arising from the opening by the SNCF in 2012 of the new high speed Rhin-Rhône LGV through Belfort, which will be accompanied by the reopening of the French line to Delle with its CFF/SBB link to Delémont. They plan to install a third-rail on the standard-gauge line between Glovelier and Delémont, the Cantonal Capital, so their metre-gauge trains can better connect into the Swiss main line system there. The first part of this project commences in 2011 when the curiosity of street running outside Glovelier station will cease and with a rebuilt approach the CJ's trains will terminate alongside the SBB tracks at the west end of the station. Other projects include the complete automation of their network, and either the elimination of, or the installation of barriers at, all the level crossings on their lines by 2014. This year the CJ celebrate 125 years since the opening of its earliest constituents and are looking well set for the future.

The author gratefully acknowledges the invaluable contributions of both Ron Smith and Bryan Stone in the development of this article.



TOP: ABef4/4 No. 641 on the buffer stops in Tavannes station, 07/05/09.

BOTTOM: ABef4/4 No.641 on a domestic rubbish train at Tavannes. BDe 4/4 621 in the background. Metre-gauge transporter trucks in foreground, 07/05/09.

WHY SWITZERLAND?

It all started with my first holiday in Switzerland in 1960. I was then in my late teens and was looking for an alternative to BR steam, other than Germany. On that visit I saw Ae4/7s; various Crocs; Ae4/6s; Ae6/6s, etc, what wonderful sights. Around that time I also became very interested in modelling Swiss railways, something I am still doing now. Switzerland is a lovely country with its wonderful scenery, food, beer, etc, and the people are so friendly. My two favourite lines are the Gotthard and the Lötschberg. In the years between 1960 and now I have spent countless hours observing trains and noting their formations so that I can reproduce them in model form. Another favourite is the RhB, then, of course, there are the paddle steamers. To sum-up Switzerland has a highly efficient transport system that is clean and generally totally punctual – long may it be the case.

Roy A. Dungleison – SRS Joint President and Founder Member