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section, which features a 1.2km long viaduct near Wallisellen, being used for testing and training from 4th October. This CHF650m development is operated by "Cobra" trams.

HERITAGE

BC

Berninabahn ABe4/4 35 was transferred from Châtel St Denis to Chaulin on 29th October, where it will be overhauled prior to re-entering service at Easter 2011.

DBB

Much of the group's stock, including E 3/3 853 and ex EBT Te 157, was transferred from Burgdorf to the new workshop site at Konolfingen on 28th August by Ce4/4 307.

DLM / EUROVAPOR

DB 23 058 is being converted by DLM to burn light oil for use on services in the Netherlands from July 2011. Its last working as a coal-fired engine was on 21st November between Romanshorn and Schaffhausen.

RhB

A Pianobar coach, WRs 3820, has been completed for use in the Alpine Classic Pullman set.

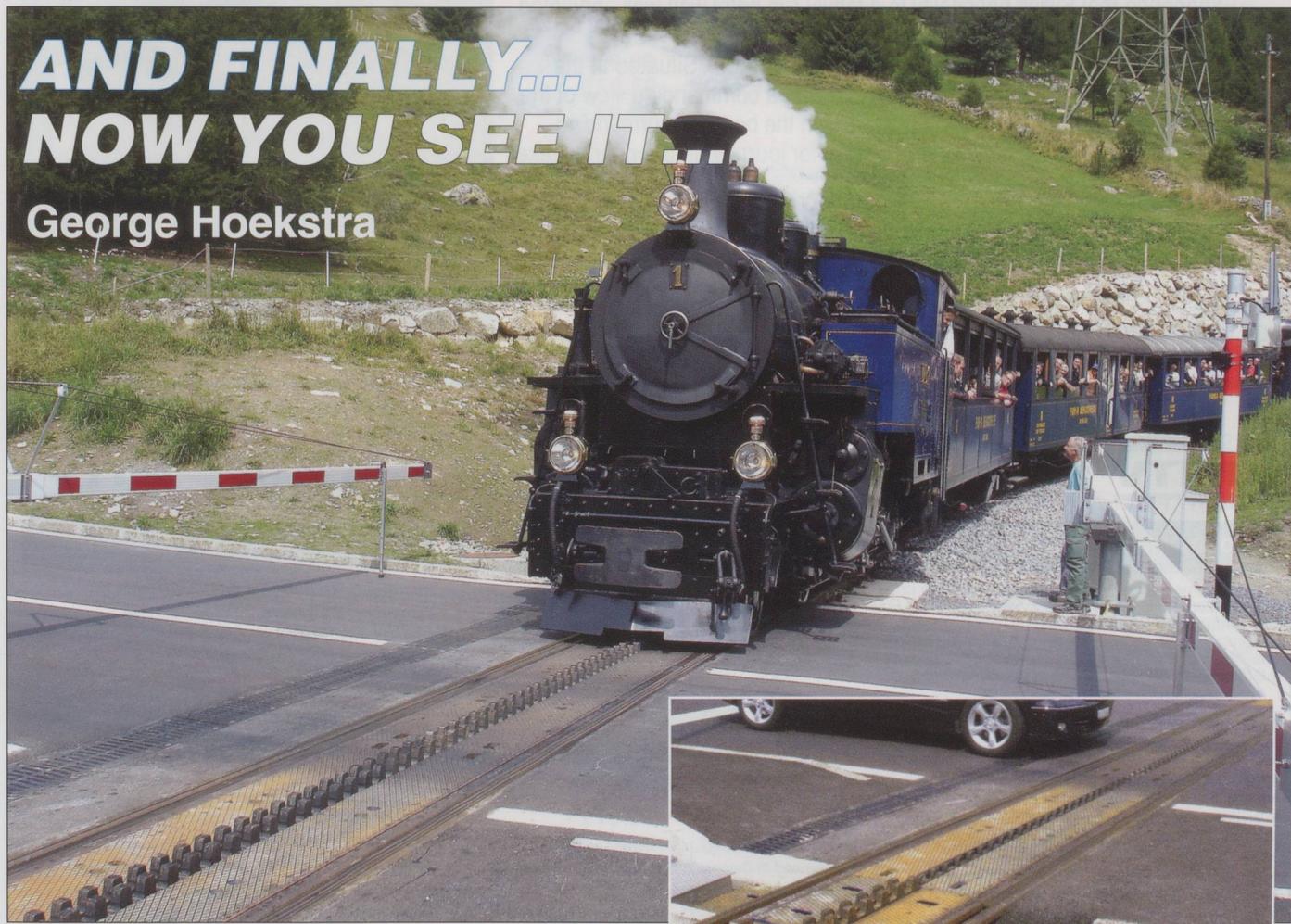
Tm2/2 15 and 26 have been sold to the CF Baie de Somme.

SOB

The centenary of the Bodensee Toggenburg main line and the Rickenbahn between Wattwil and Uznach was celebrated on 18th September with a Bahnhoffest at Wattwil. Among the visiting locomotives were the three serviceable BT Be/4's, home-based 11, 14 from Eurovapor and 15 from DVZO, 'Churchill-Pfeil' RAe4/8 1021 shuttled between Wattwil and Uznach, while the Amor Express set worked to Nesslau, top and tailed by BT Eb3/5 9 and Be3/4 43, as there is no suitable runround loop at Nesslau.

ZMB

Ex-SZU 576 592 has been outshopped by Stadler Winterthur, restored to original Sihltalbahn livery as BDe4/4 92.



As the rebuilt section of the DFB from Gletsch approaches Oberwald it has to cross a road. In order to avoid hugely expensive over- or underpasses and associated earthworks this is crossed on the full incline and thus with rack. The rack would rip open every tyre of any vehicle trying to cross it, so a retractable section had to be created. In the first photograph one of the Locos rescued from Vietnam, pulling the first timetabled public service from Gletsch, has almost reached Oberwald on the 20th of August 2010. As the train is going downhill and the loco is in counter-pressure mode: hence the white smoke, also the safety valve is blowing off! The second photograph shows that after the entire train has passed the rack is lowered again to below the road surface allowing the barriers to be opened. Road traffic can cross the line without danger of ripping the tyres to shreds. As the full weight of the train rests on this rack, it is vital that it is not pushed in the downhill direction. To ensure stability, the red bar clamped to the rack in the bottom left of the picture (circled in red) is anchored in concrete and can withstand a lateral pressure of hundreds of tons. 