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was never fully finished, as well as for enlarging the popular gallery of their refreshment and souvenir shop. Just before Christmas, in an overnight operation (after scheduled services had finished), BOB Hge 3/3 No.29, SLM/MFO No. 3127, 1929, and 'Kaiserwagen' B3 6 (a local conversion, not the original build) were loaded on trucks at Wilderswil station for transportation by road to Vevey. M. Andrist describes the present BOB line as a 'Tourist Metro' that runs with an intensive timetable and now has no time or interest in running heritage trains - although the Schynige Platte Bahn is their own heritage line. After being hauled by former RhB railcar No.35 from Vevey to Blonay, a trial at powering the little engine was made and it was quite successful, despite the MOB/TPC/MVR/B-C network being at 900V, while BOB runs at 1500V. This small engine is quite suited to the B-C's minor local railway style and an official inauguration will take place between 13th and 21st September 2014 during two 'Bernese-themed' weekends.

The mild winter has been appreciated for helping the railway get on with its various projects with volunteers showing-up in good numbers. **Finally a WARNING.** Due to the arson attack the Depot area now has an intensive security system in operation with CCTV and alarm system. Hence casual visitors (often UK rail enthusiasts) who like to wander around Chaulin are being advised not to try and enter the area outside scheduled open/running days. This is regretted, but a sad sign of the times, even in Switzerland. 



TOP: The first step of the current shed renewal with the rather awful Eternit cladding replaced by a much better suited wood front. Expensive, but a real improvement to the whole area. In front of it some long running "work in progress", the SernftalBahn set, which is next in line for refurbishment.

BELOW: Another view of the SernftalBahn set.

SBB Police s'Murmeli

A member's photo of an SBB Police car in Canton Glarus posed the question: who are they, and what do they do? They date from the early 1990s, when conductor-less trains in the Zürich suburbs led to complaints, violence in trains, and vandalism. Personnel were recruited, trained internally as 'Bahnpolizisten' and accompanied certain S-Bahn trains. The department concerned was in 2002 merged with a widely active private company, Securitas, as 'Securitrans' to maintain safety, and protection of buildings and installations. The officers are now trained at the inter-cantonal police school near Luzern, receiving similar training to the Police of the civil authorities. The service is now called 'Swiss Transport Police'. Since 2012 they may be armed. Normally discreet, often working late hours, and perhaps most visible when there is an unruly football crowd, they also help in protecting staff against abuse; in keeping good order on stations and trains; in high-security situations such as around international conferences, and also by supporting civil police actions where the railway may be involved. A national law on transport policing now regulates



this. The arrangement has been politically controversial, as in Switzerland each Canton has its own Police force, which helps little on moving trains, but can lead both to joint efforts and to interest conflicts. Another co-operative interface concerns the Frontier Police, which is Federally organized, and which may also be seen on international trains. The Transport Police work both in uniform and in plain clothes, and their mobility, to respond to calls, and quickly reach trains and stations, explains the police car, of which there is a small fleet, including some not marked. Their headquarters are in Olten. 