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conditioning, toilet and low floor access. My train took me as far as Givrins before having to switch to a bus for a short hop, due to track being renewed. With typical Swiss efficiency the bus called at Genolier and then Arzier where I changed back to the railway, travelling in an older unit Be4/4 for the journey to St-Cergue. On the way back, in my haste to take photos of the new trains, I left my hat on the bus – realising this I got back to the bus to find the driver holding my hat up! I also visited the MBC-Morges-Bière-Cossonay only to find an older unit on my service at Morges. I took this train to Yens, where I waited for the opposite service, which was a new three-car unit ABe 8/12. These have more powered axles than the TPF units and have low floor access, toilet and air conditioning. It is intended that these new units will receive modern intermediate trailer-cars from the existing stock, hence the higher power rating. On another day, I set off to see the Aare Seeland mobil (ASm) and the line extension from Niederbipp to Oensingen. After travelling to Solothurn, I went to Yverdon to see the Yverdon Ste-Croix (YSteC). Here the new units are three-car ABe 8/12, similar to the MBC units. The old units were all stabled, so it appears the service here is operational with the new units.

My impressions of the new units are that the seats are not as comfortable as the older units, the rack fitted unit was noisy and although air conditioning will be very important in the summer, some windows that opened would have been useful. It appears that several train manufacturers are now not conforming to the first rule of the foot: comfortable seats! I am surprised that the NStCM didn't order three-car units as their line is very well patronised. Maybe a centre car can be added at a later date? Similarly, the TPC section from Aigle to Monthey is also busy, so three-car units will soon be needed. It is possible, when the TPC is fully harmonised, that they could use the two-car units running the rack sections from Aigle to Leysin and Monthey to Champéry and obtain three-car units for running the non-rack section from Monthey to Aigle and on to Les Diablerets. Overall, I believe the new units are a big step forward and with Swiss high standards of maintenance will probably be in service for thirty-years. 

A NStCM ABe 4/4 at the underground station at Nyon. 04.06.16



A TPF ABe 4/12 approaching Bulle. 02.06.16

A TPC Beh 2/6 at Aigle. 02.06.16



**Where's Heidi?** As it's nearly Christmas, this should be an easy one so as not to tax your brains too much. Where would you see these silos?

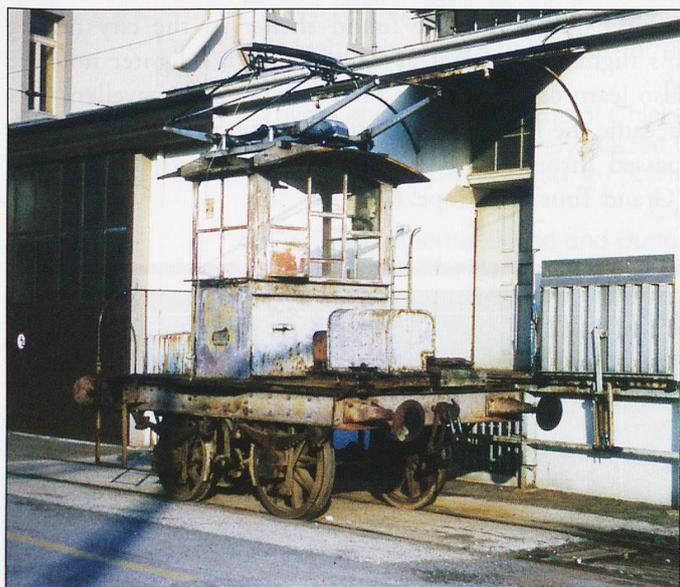
See page 43 for the answer. 



Secondly, regarding Jim Cook's interesting article (Pp14/15) it was slightly marred by referring to the ships as boats. Boats are single deck vessels (hence U-Boat for a submarine) and ships have more than one deck – the s/s in front of the name of the vessels mentioned in the article actually means steam ship.

**From:** David Morgan - By-email.

I was interested to read in the latest *Swiss Express* about the new NEST Museum, created on the site of the former Henri Nestle factory adjacent to the Chaussée de la Guinguette, north of Vevey Station. I note that the article mentions that the former standard gauge siding serving the factory fell into disuse in the late 1970s, however when I visited Vevey in 1989 the siding was still in position, complete with an ancient electric shunting loco, which appeared to be still in an operational condition. I have some photos showing the electrified standard gauge siding crossing the narrow gauge tracks at the end of Vevey Station and also the electric shunting loco. The loco is standing adjacent to the older building seen behind the covered van that is now exhibited outside of the museum, as depicted in the photo on P17 of the September 2016 edition of *Swiss Express*. Does anyone know what became of the loco?



Standard gauge, 4-wheeled, electric shunting loco on Nestlé private siding, adjacent to Chaussée de la Guinguette, Vevey. Works plate reads "Ateliers de Constructions Mecaniques Vevey". Loco appeared to be still operational, note greased buffers, shiny coupling and lack of rust on wheels. 18th September 1989 – photo David Morgan

**From:** Derek Cate - Norwich, UK

*This is a synopsis of a comprehensive letter and numerous attachments sent in by Derek. Editor.*

I am aware that many members are concerned about perceived costs of holidaying in Switzerland given the recent

**Where's Heidi?** There, we said it was easy. Trubschachen is the home of the Kambly biscuit factory on the line between Bern and Luzern. The factory is well worth a visit (and it's free) to sample some of their delicious products. 🇨🇭

changes in the exchange rate between the pound and the Swiss franc. After retiring some 3 years ago from organizing trips to Switzerland I still keep a watchful eye on prices, etc., especially on the usefulness of the various regional passes available in popular holiday areas. Along with my family we took a three-generational holiday using a self-catering chalet in Grindelwald. This is obviously not to everyone's taste but it is a method of keeping unit costs/person down to reasonable levels. By investing in Jungfrau Regional Passes bought from the STC in London, we achieved some remarkable savings when travelling to/from our destination and around the area. I calculate that each of our party saved some £380 in Swiss travel costs over an eight-day period, and we did not spend all day, each day, travelling. Booking air travel and accommodation direct, resulted in a total basic cost of some £500/person (excluding food and drink), including the STC supplied regional pass. I estimate that to attempt to have a similar holiday based upon packages in travel catalogues could have cost between £1,300 and £1,700 each, although this would include a food element. For some of my ideas on how to achieve travel savings using a Jungfrau pass I can be contacted on [derek.cate02@gmail.com](mailto:derek.cate02@gmail.com)

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