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components. For example Stadler Rail furnished new plate frames.

The rebuilt engines will run with their original numbers of 704 and 708 on the DFB, and although they were a Swiss design, they had never been intended to run in Switzerland. This has required Jakob Knöpfel, when reconstructing the

locomotives, to ensure that they meet current standards to enable them to be newly certified as suitable for running on the DFB. Never running in Switzerland meant that they did not appear in the usual Swiss works of reference. Below is a summary of the principal dimensions, which will interest the technically minded:

Length overall	8950 mm
Width overall	2650mm
Service weight	45.9 tonnes, in steam with 1.8 tonnes coal, 4 cu. m. water
Rating	590 kW / 800 hp.
Tractive effort (rack)	14.6 tonnes
Max speed (adhesion)	40 km/h
Max speed (rack)	15 km/h
Max load, 120 pro mille grade	65 tonnes
Boiler pressure	14 bar
Grate area	1.65 sq. m.
Heating Surface	92 sq. incl. 20.9 sq. m superheater surface
Cylinders	High pressure (2) 455 x 450 mm (adhesion) Low pressure (2) 455 x 430 mm (rack drive)
Driving wheel diameter	855 mm

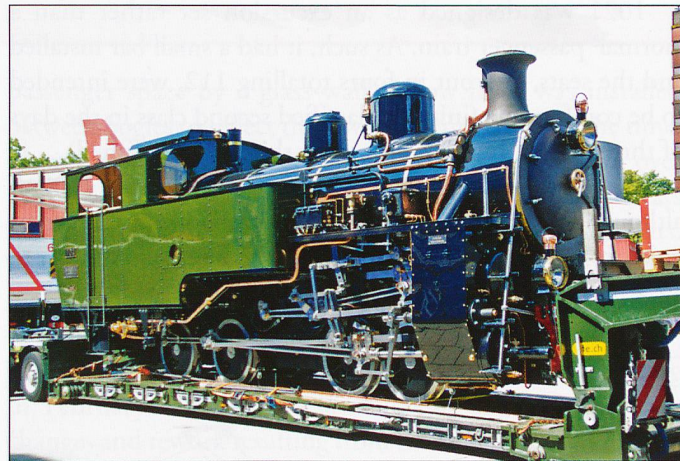
No. 704 made its maiden journey on the DFB on 25 June for the benefit of workshop staff at Uzwil and financial sponsors. On 31 August the loco was introduced to the public during a big party at Gletsch, which your correspondent, unfortunately, could not attend. However, Andreas Huwiler of the Dampflokreunde Furka-Bergstrecke has kindly allowed us to publish some of his photographs taken at the initial events. Compare these photographs with those of the

rust-riddled wrecks as they were displayed at the VHS, on arrival in Switzerland from the Vietnamese jungle ,and think what those pioneers in 1990 took on. 

*s'Murmeli (The Marmot) is a Swiss, originally British, railwayman. Retired since April 2019, he may still write occasionally for Swiss Express. We thank him for his contributions over the last few years.*




The locomotives as they returned from Vietnam in 1991 were displayed at the Verkehrshaus. *Photo: The Marmot*



The No. 704 in 2018 at the Verkehrshaus with restoration complete. *Photo: Marcel Broenlle - Eisenbahn Amateur*

## Where's Heidi?

### Question.

Unusually with a blue, not red, background, where would you see this sign pointing to an RhB station? 





## SRS 2020 AGM

Elsewhere in these Society Pages you will find the formal notice for the 2020 AGM, which is once again being held in the Hallmark Midland Hotel, Midland Road, Derby. The date will be Saturday 4th April. Three Directors' posts must be filled. Whilst our Membership Secretary, Steve Buck, is happy to continue in his role, the posts of Chairman and Exhibitions and Publicity Director will be vacant, as neither John Jesson nor Bill Salter are seeking re-election.

## SRS on Facebook

The SRS has a Facebook page at: <https://www.facebook.com/swissrailwaysociety/>

It is hoped that being on Facebook will promote the Society and will be a vehicle where we can put announcements at short notice. We also have a Facebook Group page at: <https://www.facebook.com/groups/swissrailwaysociety/> Members can join, ask questions, post photos and videos. Please 'like' our Facebook page and join this closed group and make use of it.

## 2020 Society Calendar

There may still be copies of the 2020 Society calendar left. They will be removed from the on-line shop when they have all been sold, but for mail orders it would be best to contact **SRS Sales** before placing an order and remember that **SRS Sales** will be closed from the 13th December. For more details see the SRS Sales Page.

## SRS Sales Christmas Closure

Society Sales will be closed from Friday 13th December until Friday 10th January and no orders will be dispatched during this period. If you require items for Christmas please order them as soon as possible.

## Website Members' Area

The 2020 password for the Members' Area of the Society's website is printed on your 2020 Membership Card. This will be valid from 31st January 2020. Until then please use the 2019 password. Any new members who do not know the 2019 password should contact the society's webmaster quoting their membership number.

The Members' Area Forum is still getting little use. Please give it a try, you can ask questions, give answers and buy and sell Swiss related items.

## Clarifications and corrections

Apologies for the following errors that crept into the

September issue:

The photograph at the bottom of Page 18 in the article "The Story of the Bodensee Train Ferries" depicts the MF Schussen, not the MF Rorschach.

The photograph by Steve Tinsley on Page 24 is certainly a class 501 'Giruno' on test but it was in fact taken at Immensee. The train is heading north from Arth-Goldau.

In the first item of *Swiss News* on Page 30 the reference to a higher frequency for Genève-Lausanne-Echallens does not in fact mean that Lausanne station will receive a gauge-changer! We should have said that both (standard gauge main line) Genève - Lausanne and (metre-gauge) Lausanne-Echallens will both enjoy higher frequencies.

## Neil Wheelwright

Sadly we have to report that Neil Wheelwright passed away on Wednesday 30 October.

Neil, whose article on the SBB 'Red Arrows' concludes in this issue, joined the Society in its early days, was a stalwart of the London Branch and had been a member of the Committee and latterly Board since 2002.

*A fuller appreciation will appear in our next issue.*


## Letter to the Editor

FROM: Bryan Stone - by Email

Swiss Rail Centres; Olten Part Two

A small but significant point in Steve Tinsley's article on Olten in the September *Swiss Express*. Steve implies that the many container trains seen at Olten originate or end in the Basel Rhein port. Actually this is not so; they are just what my reader's letter 9 (*in the same issue - Ed*) referred to: they are mostly real trans European maritime containers to and from Rotterdam, sometimes Antwerp and Zeebrugge, which are using the EU Corridor Rotterdam – Alps – Northern Italy.

There is also an element of inner-European cargo, as with trainloads of Ambrogio, LKW Walter, etc., using domestic containers and tank containers. And there are the rolling highway piggybacks of HUPAC/BLS, Freiburg im Breisgau – Novara, as shown in a picture.

There is indeed a substantial barge container traffic to Basel, but it is almost all Swiss import/export traffic for overseas. The significance? Here EU and Swiss government pull together with subsidies, but also with line of route improvements, to encourage rail transit throughout, instead of HGVs over the Alps. 

## Where's Heidi?

### Answer

With a combination of RhB and SBB, there's not a lot of choice. It's at Landquart Fashion Outlet, the shopping village just outside of Landquart station – access via the subway. 