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SBB News

The future of the Ae4/7s seems assured for some time, as another of the class, No.11012, has been repainted.

RABDe8/16 (*Chiquita*) No.2001, now repainted blue/white, has been named *Kaltenbach-Etzwilen*. As usual, crests are fitted.

Ee3/3 No.16384 has been withdrawn after being completely demolished in a collision at Bevaix (Neuchatel-Yverdon) on 16 July 1991.

15 new tractors, Tm 235.000-14, are being supplied by the German firm Robel. They have a platform to transport material and a crane. Maximum speed is 80 km/h, power 386 kW. The first of the class was delivered in the late summer of 1991 and the order will be completed by April 1992. It is intended that the new tractors will replace the well-known Tm" and the new class could eventually total 100.

A further series of 42 NPZ railcar+control trailers has been ordered for delivery from November 1993. They will permit the replacement of trains formed of Ls coaches and BDe4/4 push-pull sets.

The official weight of the Re4/4 460 is 82 tonnes. The practice of naming the locomotives is likely to continue, but not with the names of the 400 odd small stations and halts still unrepresented. Instead, they will carry the names of mountains, rivers, forests etc.

The order for five Bem4/6, of the type used on the TSOL, to replace the existing SBB stock on services between Geneva and La Plaine has been deferred. An alternative is being considered, Be4/8 of type *Karlsruhe*. These are dual system (15 kV, 16 2/3 Hz : 1500 V dc) units developed for services around Karlsruhe, Germany, using both street tramways and Federal railway tracks.

As a result of defective overhead equipment in the Spring of 1991, electric locomotives had to be diesel hauled between Vevey and Puidoux-Chexbres. A photograph in *Eisenbahn Amateur* illustrates the result - two

"noisy, smelly Am4/4s" piloting a football special.

During diversions over the single track Vevey Puidoux-Chexbres line, which has a ruling grade of 1 in 25, trains hauled by Re4/4" class locos in excess of the permissible load of 305 tonnes had to be double headed by ex DB Am4/4 diesels since double heading with another electric locomotive would have overloaded the electricity supply to the section.

During the evenings, security patrols from a private firm are in evidence in Zurich S-Bahn trains.

7 September 1991 saw Re4/4 460.000 with 3 x Bpm EC on a test run between Frauenfeld and Romanshorn, during which a maximum speed of 183 km/h was reached. The first examples of the class are allocated to Kreis I and are working, mainly on Schnellzuge, between Geneva and Zurich or Brig. To gain experience with the locos on heavily graded routes, the pair of trains 828/1838, Brig-Bern-Brig is also intended to be 460 hauled. From the middle of 1992 it is intended for one or two pairs of Re4/4 460 to work over the Gotthard.

On 9/10 November 1991 Re4/4 460.002 ran with a train of 5 x Bm Zurich-Wohlen-Chiasso and back.

Following the S-Bahn fire in the Hirschengraben tunnel (reported in the September 1991 *Swiss Express*), RBe4/4 No.1420 and Re4/4 450.038 have been experimentally fitted with an override for the emergency brake.

The latest Re4/4 450 locomotives are fitted with dot-matrix indicators in place of the roller blinds.

Availability of the Re4/4 450 class locomotives has again sunk below 80%, prompting intervention by ABB. Noise and riding quality seems to be the causes.

Since 17 September 1991, single class Be6/6 locomotives are again permitted over the Hemishofer Rhein bridge, between Etzwilen and Singen. If another locomotive is formed in the

train, it must be, at least 70m from the Bm6/6. Am4/4, Bm4/4 and Em3/3 classes are all permitted to double-head trains on the bridge. On 4 November 1991, RBe4/4 No.1455 was an unusual visitor to the line. With Bm6/6 18514, it was involved in the periodic testing of *Zugsicherungsmagnete* (AWS magnets).

The museum loco, Be4/6 No.12320 was used on 4 November 1991 to work freight trains 64024/64029 between Winterthur and Marthalen and 69662 from Winterthur to Schaffhausen, replacing the usual Ae4/7. On the other hand, Ae4/7s continue to replace other motive power. On 9 September 1991,

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EC48 and EC163 were worked Zurich-Flughafen-Zurich by Ae 4/7 No.10909; on 26 October 1991 10911 replaced the booked Re4/4" on sleeping car and couchette trains 473/472 Zurich-Chur and return, while 18 November 1991 saw another Ae4/7 replacing an Ae6/6 on train 2710 from Frauenfeld to Zurich. In November, train 4563, composed of RBe4/4 or Re4/4" push-pull set, was strengthened between La Chaux-des-Fonds and Neuchatel with a Ls-B. At the reversal at Chambrilien, and Re4/4' was attached for the continuation of the journey.

Weekday IC services between Zurich and Geneva now often include six first class vehicles. On 18 November 1991, IC725 consisted of an Re4/4", 2 x A Ew IV, D, 4 x A EW IV, WR EW IV, 7 x B EW IV, B EW I, a total of 16 coaches.

Probably for the first time since the introduction in 1987 of a single timetable for the whole year, a train was withdrawn at the internal timetable change in the Autumn of 1991; 19299 (S12 Brugg-Oberwinterthur) now terminates at Winterthur, passengers being conveyed instead by local transport.

The Circus *Monti* was moved by Huckepack train from Solothurn to Biasca on 21 September 1991, and back to Aarau a week later.

Since the end of September, a Panorama coach has been formed in the consist of trains 506, 521, 532 and 545 (table 210). Other coaches will be tested on the East-West Transversal, Gotthard and Basel-Chur routes. From the timetable change in May 1992, it is intended that these vehicles will be included in the ECs *Rembrandt*, *Berner Oberland*, *Bavaria*, *Gottfried Keller*, *Lutetia/Lemano* and *Canaletto*. A supplement of SFr.10 will be payable.

12 September 1991 saw the removal of the heating unit Ae3/6" 10435 from Hinwil to be broken up.

Museum loco Be4/7 No.12504, with BLS Ae6/8 as pilot, provided the power for an Intraflug Special between Spiez and Interlaken on a lengthy two-day tour on 15/16 September 1991. The complete tour was Wettingen; Turgi; Basel; Delemont; Biel; Yverdon; Payerne;

Puidoux; Vevey; Brig; Spiez; Interlaken; Thun; Konolfingen; Luzern; Arth-Goldau; Rapperswil; Herisau; Romanshorn; Schaffhausen; Oerlikon and Wettingen.

From the summer of 1992, customs examination will be carried out on board the EC Arbaete in the Zurich-Paris direction. This will allow station time at Basel to be reduced to 10 minutes.

The next timetable change will see the replacement of the SBB RABe EC sets on EC34 *Lutetia* and EC33 *Cisalpin* between Milan and Geneva. This will mean the disappearance of these sets from the line between Lausanne and Geneva Airport.

The SBB has rented from the DR for 6 months from 23 September 1991 a diesel hydraulic shunter No.106-165-7. It has been seen in service at Brig.

The oldest rail crane, manually operated, with its two match trucks, was unearthed from St.Maurice Depot last July. Ex-Jura Simplon Railway No.3 of 1858 may well have been scrapped by the time you read this - unless someone has stepped in to offer it a home.

The Brunig line plans to put two new *Panoramawagen* into service in time for the 1993 timetable.

Stock Changes

New locomotives up to the end of November 1991

Re4/4	450	450.039-043
Trn 235		235.002-005

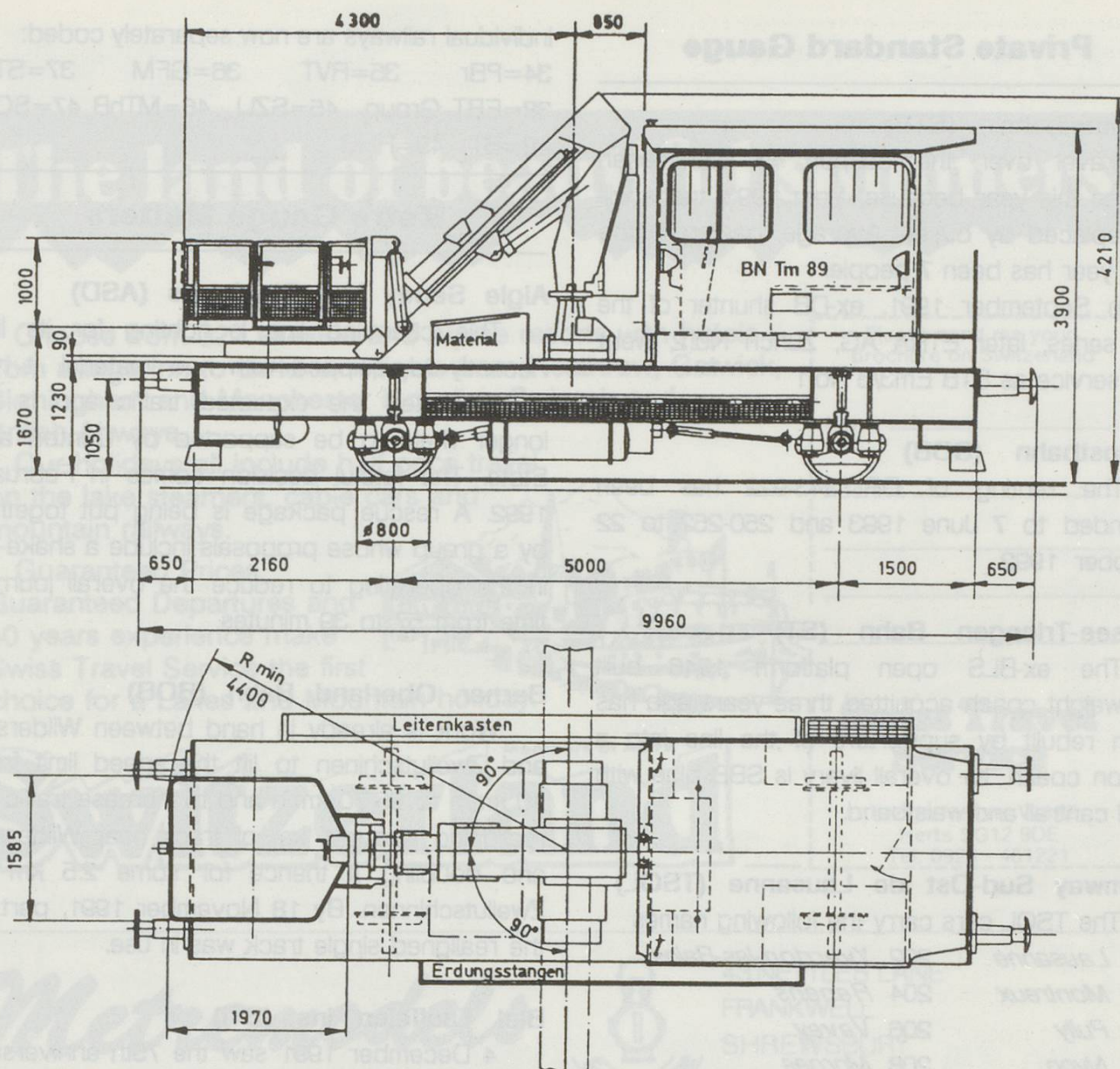
Withdrawn

Ae3/6'	10648
Be4/6	1606

BLS Developments

The double tracking of the BLS main line will be completed with the official opening of the section between Goppenstein and Hohtenn on 8 May 1992. Public celebrations are to take place on 9 & 10 May, when it is hoped that ICE and TGV units will be on show.

The BLS has hired a heavy duty shunter, 106.325-4 from the DR, complete with two drivers, for shunting duties at Interlaken Ost,



BLS Tm2/2 tractor *Hugo*

where reconstruction work at the end of 1991 required the presence of a powerful diesel locomotive. The locomotive travelled under its own power from Erfurt to Spiez via Schaffhausen, arriving on 13 September 1991.

The quality of ride of the new small wheeled car transporters apparently leaves something to be desired. Until improved suspension has been fitted, their maximum speed has been reduced from 110 km/h to 90 km/h.

At the end of November 1991 a new SEZ railcar/control trailer set was delivered by SWP/ABB. RBD_e4/4 No.739 + ABt No.975 is the first of four such trains, which will be marshalled around rebuilt EW I coaches to make 3-, 4- or 5- coach trains as required. This will probably lead to the disposal of ABDe4/8 Nos.743-745 to the Oensigen-Balsthal Bahn.

The new Tm2/2 No.89 allocated to the BN is known as *Hugo*. Tm2/2 No.88 is called *Giraff*. Both were built by Robert Aebi of Regensdorf.

On 11 September 1991 an SBB Re4/4 460 made its first trips over the Lotschberg with freight and passenger trains.

The new Eea3/3 No.402, allocated to the GBS has been delivered and is intended for heavy shunting in the Thun area. So that it can be used on non-electrified lines, it is equipped with accumulators, hence the 'a' in the designation. Based on a 1985 SLM design for PTT Ee3/3 Nos.8-11, it is exciting the interest of the EBT group.

The BLS has bought another four SNCF passenger luggage vans which have been brought to Swiss standards at Bonigen works.

Private Standard Gauge

Sensetelbahn (STB)

Travel over the Laupen to Gummenen section this year because, from 1993, trains will be replaced by buses. Average loading in the past year has been 7 people.

In September 1991, ex-DB shunter of the 260 series, later ETRA AG, Zurich No.2, went into service as STB Em3/3 No.1

Sudostbahn (SOB)

The renting of DR 243-922 has been extended to 7 June 1993 and 250-252 to 22 October 1992.

Sursee-Triengen Bahn (ST)

The ex-BLS open platform 1946 built lightweight coach acquitted three years ago has been rebuilt by supporters of the line into a saloon coach. Its overall livery is SBB blue with gold cantrail and waistband.

Tramway Sud-Ost de Lausanne (TSOL)

The TSOL cars carry the following names

201 <i>Lausanne</i>	202 <i>Yverdon-les-Bains</i>
203 <i>Montreux</i>	204 <i>Renens</i>
205 <i>Pully</i>	206 <i>Vevey</i>
207 <i>Nyon</i>	208 <i>Morges</i>
209 <i>Prilly</i>	210 <i>La-Tour-de-Peilz</i>
211 <i>Chavannes</i>	212 <i>Ecublens</i>

The TSOL carried more than one million passengers in its first three months of operation.

When they require attention on the wheel lathe, the TSOL Bern4/6 units travel under their own diesel power between Renens and Lausanne. Approximate times for transfer are 06:00 from Renens and 15:00 from Lausanne.

UIC Computer Codes

The UIC computer identification codes for the various European railways will be familiar to many members - SBB=85, BLS=63, etc. Until now, all private railways in Switzerland, apart from the BLS, have been covered by the general code 62=Schweizerische Privatbahnen.

Individual railways are now separately coded:

34=PBR 35=RVT 36=GFM 37=STB
38=EBT Group 45=SZU 46=MThB 47=SOB
48=BT 49=RHB

Metre Gauge Matters

Aigle Sepey Les Diablerets (ASD)

This charming line is fighting for its life. Recently re-equipped with new material, it has not attracted the expected traffic and is no longer likely to be supported by Canton and State. The fateful decision comes in February 1992. A rescue package is being put together by a group whose proposals include a shake-up in the operating to reduce the overall journey time from 57 to 39 minutes.

Berner Oberland Bahn (BOB)

Work is already in hand between Wilderswil and Zweilutschinen to lift the speed limit from 40 km/h to 65-70 km/h and to increase traffic by realigning about 1 km of track near Wilderswil and doubling it thence for some 2.5 km to Zweilutschinen. By 18 November 1991, part of the realigned single track was in use.

Biel Tauffelen Ins (BTI)

4 December 1991 saw the 75th anniversary of the opening of the line, then called the Seelandische Landesbahn, a name it retained until 1944. On 19 March 1992 the new saloon coach will be formally put into service, whilst on Saturday 16 May 1992 there will be a *Bahnhoffest* at Tauffelen. This usually means an interesting display of equipment and rolling stock will be staged as a cover story for the serious business of the day, eating and drinking.

Brienz Rothorn Bahn (BRB)

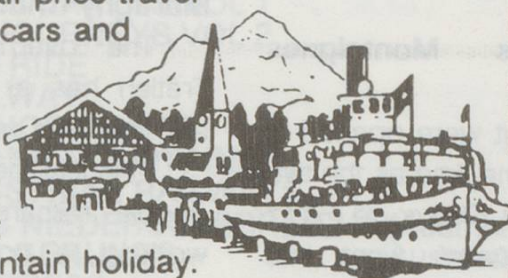
The first of the two new steam locomotives built by SLM is expected to run trials on the Rochers de Naye line before going into service this summer. The second locomotive is not due for delivery until 1994.

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Chemin de fer du Jura (CJ)

A most interesting rebuild has taken place of former Frauenfeld-Wil BDe4/4 at the CJ Tramelan works. The car, originally BDe4/4 No.5 of the Biel Taufellen-Ins, has been almost rebuilt from scratch to produce a truly mixed traffic vehicle, with seats for 16 passengers, plenty of capacity for parcels etc. and with ample power to handle short freight and parcels trains.

The realigned track near La Cibourg came into use on 22 October 1991.

Chemins de fer des Montagnes Neuchateloises (CMN)

New workshops and depot were opened at Les Ponts de Martel at the same time as the two new railcars, BDe4/4 No.6 *La Chaux de Fonds* and No.7 *Les Ponts de Martel* went into service. Although the new installation is ideal for the staff, its ultra modern style has destroyed the rural charm of the old station area.

Since the collapse of a retaining wall between Le Locle-Les Brenets in November 1991, it seems clear that a bus replacement service will operate at least into the summer of 1992.

Forchbahn (FB)

A new passing loop at Neuhaus will enable a 12 minute interval service to Esslingen to be operated.

Furka Oberalp (FO)

Some realignment has taken place near Rueras and in connection with a new bridge at Val Mila.

Frauenfeld Wil (FW)

At the end of October 1991 the FW Be4/4 No.201 which, with two freight wagons and coach BC No.16, had been restored to the original brown livery, was acquired by a private individual and transferred to the CMN. The motor coach, now numbered FW No.1, survived a similar vehicle, which had been scrapped. It is intended that the train will run between La Chaux de Fonds and Les Ponts de Martel. The

FW was unable to run historic trains because of the frequency of its service and, so it is claimed, the numerous level crossings!

Lauterbrunnen-Murren (BLM)

The restored CFe2/4 is now painted in the modern livery.

Lugano-Ponte Tresa (FLP)

This line has purchased Be4/8 Nos 41 and 42 from the FART

Martigny-Chatelard (MC)

The overhead between Salvan and Le Tretien has at last come into continuous use and the third rail has been disconnected.

Financial help for the construction of the six double railcars fitted for rack and adhesion working is coming from the Region Rhone-Alpes. Two will be owned by the SNCF, four by the MC, to be used on the through service between Martigny and St.Gervais through the famous ski resort of Chamonix.

Montreux Oberland Bernois (MOB)

If you have not yet visited the pleasant MOB station at Montreux, do so quickly because if the expected approval is received for a three-storey car park on the site, incorporating a new MOB station, work is likely to go ahead before the summer. A temporary station will be built near the existing depot.

Excellent co-operation between rail and road, which could well be copied in other countries, has been established in the transport of crushed stone. Special loaded containers are brought by road to Wimmis on the SEZ and lifted by crane onto 4 wheeled wagons which are transferred to Rollbocken at Zweisimmen for their metre gauge journey to Saannen on the MOB, where once again, road transport takes over.

Nyon St.Cergue Morez (NStCM)

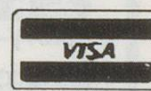
BDe4/4 No.211 arrived in October 1991 together with the ex-Lausanne-Eschellens-Bercher BDe4/4 No.22, which will be used on engineer's trains.

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Dec 91

Rhaetische Bahn (RhB)

The opening of the Vereina Tunnel in the year 2000 will reduce the journey time between Chur and Scuol Tarasp from 3 hours 15 minutes to 1 hour 35 minutes. Imagine the benefits if the proposed route from Scuol to the Arlberg main line of the OBB were to come to fruition.

The RhB has pioneered the remote control of locomotives in Switzerland with the new Tm2/2 Nos.85-89. With a 457 hp motor and weighing 24 tonnes, they are capable of being controlled in multiple from one receiver.

Tram Topics

Bern

The introduction of low floor trams on Route 3 has led to an increase of 8.8% in traffic.

The Canton is considering the reduction of its public transport subsidy by 10 to 20%. This would have serious effects on the regional systems, especially in the provision of evening and Sunday services. Where have we heard this before?

Financial problems in Worb council has led to the withdrawal of grant for the extension of the RBS line from Helvetia Platz to Bern Hauptbahnhof. Work will, therefore, be delayed.

Bern trams 603 and 608 have been bought by the RBS. Coupled back to back they are in reserve at Worb depot.

Geneva

Place de Cornavin is to see trams again. Route 13 to serve this destination is due to open in the spring of 1944.

Jonction Depot saw its last tram on 19 July 1991. Catenary is down, but the tracks are still in place.

Low floor tram SVB 740 is the first in Europe to carry a public telephone from which local and international calls can be made.

General

As London's part of the Swiss 700th anniversary celebrations, part of New Coventry Street, in which Swiss Centre stands, has been renamed Swiss Court.

As with the Federal Railways, the private lines have to fund noise reduction measures without Government support and to complete the work by 2002. The BLS estimates the cost at SFr.50 million and the EBT SFr.13 million. Some private lines claim that they will be unable to find the money and the SBB says that funds will have to be diverted from important works to improve capacity.

A reduction of speeds of freight trains descending parts of the Gotthard and Lotschberg lines of up to 10 km/h has been imposed because of overheating.

The French magazine *La Vie du Rail* rates Swiss railways in first place, ahead of Germany and the Netherlands for speed, frequency, comfort, maintenance of equipment and works, punctuality, worker productivity and innovation.

The third major model exhibition will take place in the **Olma Messehalle** in St.Gallen from 9-13 September 1992.

The use to which the newly restored BLS paddle steamer *Blumliisalp* is put depends on the outcome of a referendum held in Canton Bern on the 16 February 1992 where the voters are being asked to allow the Canton authorities to underwrite the expected loss on a regular passenger service. If the outcome is favourable, a return service will be operated between Thun and Interlaken on Summer Saturdays, otherwise the vessel will only be used for special sailings.

AGM

Don't forget, the Annual General Meeting of the Swiss Railways Society will be held on 14 March 1992 in the Cumbrian Hotel, Carlisle.