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NOTEPAD

SBB

January 1996 saw a significant split up of the SBB group.

The Cargo Domizil sector has been set up as a separate business, as has the Bodensee fleet.

SBB workshops. The main workshops of Bellinzona, Biel, Chur, Olten, Yverdon and Zurich are becoming profit centres and will compete with the private sector and each other for wagon overhaul and conversion. As yet, such competition does not apply to locos and passenger stock. As part of this procedure, they have taken on all the SBB battery tractors and cranes.

The 'CIBA' Re460 has reappeared in a medium blue livery with birds flocking to a 'Ciba' crest.

The 'Marklin' Re460 is now repainted in normal red livery, but on June 8th there is due to be another 'Marklin' livery?

Another new livery on an Re460 has appeared this time celebrating 100 years of the TCS (Touring Club Swiss, motoring organisation), in silver/ grey with orange stripes on the cab sides.

Two SNCF diesels (BB 63956 and 63952) have been hired for works trains in the Simplon tunnel.

A new school train has been commissioned to replace that formed in 1987. Now powered by BDe4/4 1646 and consisting of the three refurbished vehicles from the original train (then powered by Be4/6 1613), the 'Schwalbe' train is turned out in an eye-catching turquoise blue livery.

6 AB EW II have been modified with automatic drink and food dispensers and a bar area. Branded 'Colibri Bar' they are assigned for service in the Bern - Biel - Neuchâtel - Le Locle region during the 1996 / 1997 timetable.

With the supply of AB EW II coaches drying up, EW I B's are being converted to AB's for use in the new 'Kolibri' units.

7 withdrawn sleeping cars have been sold to the Reisebüro Mittelthurgau.

The first 3200 tonne train was worked over the Gotthard line as a through service from Basel to Chiasso on February 12th. Made up of 44 Shimms wagons, power was provided by 5 Re460's, with three as mid train helpers.

The pre-production 'Cisalpino' unit has been tested over the Rhône Valley line and the Lötschberg south ramp. Also the north ramp, details and photos in this issue.

According to the International Railway Journal, a loss of SFrs 496 million against a budgeted shortfall of SFrs 313 million was recorded but extraordinary costs of SFrs 219 million was one of the main factors including provisions for Dach Hotelzug, Cargo Domicil and funding early staff retirement stemming from a 4.8% reduction in staff.

Passenger traffic fell 5.5% but freight held up well with a drop of only 0.4%. The President of the SBB, Herr Benedikt Weibel, expects budgeted targets to be met in 1996.

Amtech of the USA and Alcatel Alsthom of France are to supply a national automatic passenger coach identification system. All SBB coaches will be fitted with Dynicon electronic tags the movements of which will be recorded through 230 data collection points.

On 12th April 1996 a freight train loaded with stone was derailed at Wassen demolishing part of the overhead line. The Gotthard route was closed for 3 days. International trains used the Lötschberg route.

Brünig Line

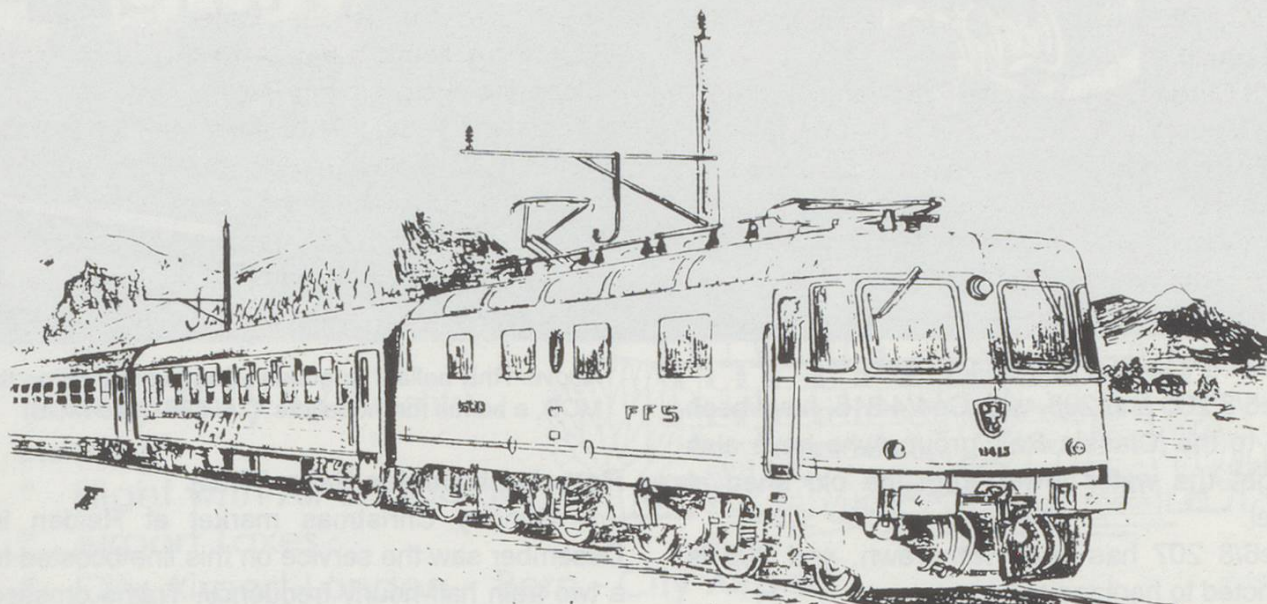
The autumn closure of the rack section above Meiringen for track renewal saw BOB HGm2/2 No. 31 hired in to power works trains.

During the high winter season, Brünig Line expresses have included a 'Snöber-Wagen' with space for snow boards.

BLS

A new class of RABe4/8 three car articulated sets with low floors is to be introduced in 1998 and 1999. Eight are to be built by Vevey/Talbot/ABB/Holec for work on the BN and GBS. Numbered 525 001-008 they will have the acronym 'NINA' - Niederflur NAhrverkehr. 60% of funding is to come from the Cantons of Bern, Fribourg and Neuchatel: the rest comes from the Federal Government. Weighing only 76.5 tonnes, the units will have a top speed of 140kmh. Indirectly, they will replace old BN and GBS units

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ABDe4/8 746-750 and Be4/4 761-3.

Ae6/8 206 and 208, with Ce4/4 315, have been sold to the 'Classic Rail' group, who have also bought the water tower from the old shed at Basel.

Ae6/8 207 has been withdrawn, and 205 is restricted to heritage services.

Work for the Ae8/8 is reducing. However, they still appear from time to time on passenger turns as well as their normal freight work.

Bodensee Toggenburg (BT)

Be4/4 16 has been broken up; No. 11 was still active on relief passenger trains in late 1995.

Chemins de fer du Jura (CJ)

A new standard gauge driving trailer was delivered to Porrentruy from Stadler / Bussnang on 11 January. It carries the UIC number 50 36 29-03 921.

CF Gruyere Fribourg Morat (GFM)

The DR 142 acquired by this company has been turned out in its standard locomotive livery as Ae 417 191.

The new metre gauge BDe4/4 Nos. 123 and 124 have been named *Broc* and *Vuadens* respectively.

Mittel Thurgau Bahn (MThB)

The Bm2/6 'Low Cost' railcars for the Radolfzell - Stockach line were scheduled for trials between Weinfelden and Wil in March.

From the 1998 timetable the MThB will take over the service on the Schaffhausen - Romanshorn line. They are intending to order 8 Be2/6 'Low Cost' railcars to provide the service.

Above: RhB ballast wagons in Saanen station on the MOB, a bonus for modellers? 24/4/96. (see MOB)

Rorschach-Heiden Bahn (RHB)

A Sunday Christmas market at Heiden in December saw the service on this line boosted to a two train half-hourly frequency. Trains crossed on the stub siding at Weinacht-Töbel, with disruption to the timetable. With ABDeh4/4 23 absent for overhaul, the extra services were powered by DZeh4/4 22 of 1930.

A low-floor articulated unit is to be ordered for this rack line. It has the unusual wheel notation of BDeh3/6 (1A+1A+1A). Bogies are by SLM and control is by GTO thyristors by ADtranz. It will be fitted for radio control so that control can be exercised from, for example, the summer sightseeing coach.

Sensetalbahn (STB)

The overhead line wiring was removed from the Laupen - Gummenen section in late Autumn 1995.

Metre gauge.

Appenzeller Bahnen (AB)

Former SGA B³ 145 and 146 have been sold to the Austrian 'Club 760' for service on the Tuarachbahn. They have gone to the Czech workshops at Ceske Velenice for regauging.

The overhaul of Diesel Electric railcar BCFe4/4 56 has been completed.

Because of the large reduction in freight on offer, Rollbocke trains will only operate 'on demand'. Individual wagons for Appenzell will be attached to regular passenger trains.

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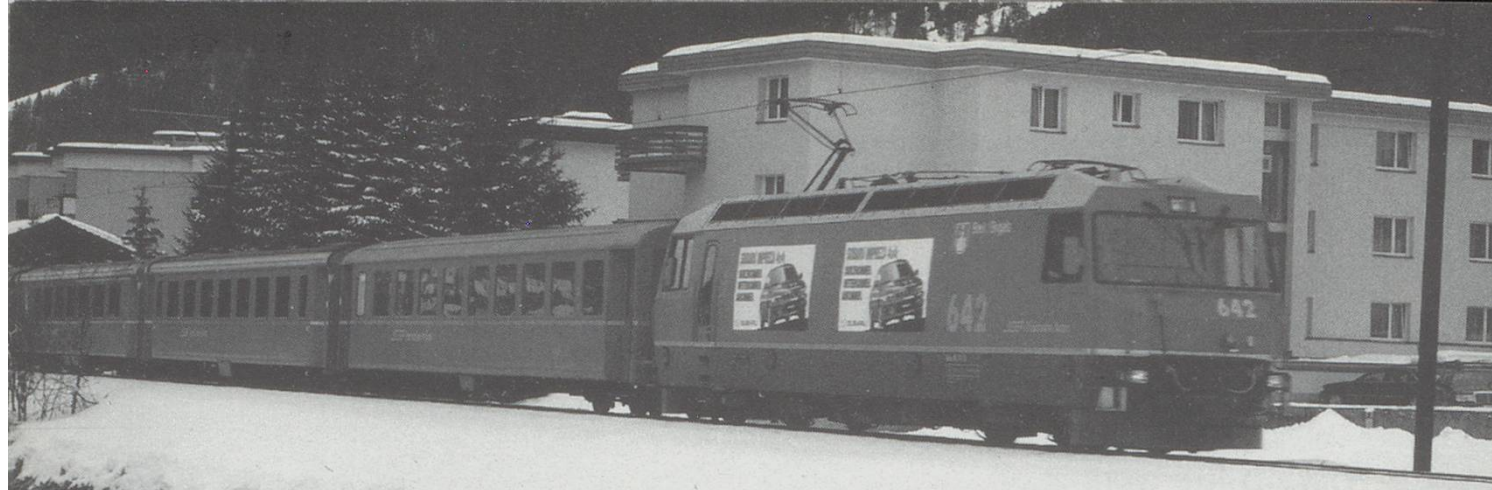
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Above: RhB Ge4/4 642 with advertising panels for Subaru cars, 6/1/96 photo by Peter Valentine.

Brig-Visp-Zermatt (BVZ)

The six Brünig line centre door coaches have again been in use on the BVZ, this is a ten year contract between SBB and the BVZ, the coaches have the cogs changed for use on the BVZ and they can only be used with HGe4/4 No. 5 as this is the only loco with electrical compatibility, one of the first class compartments is used to house a heating unit, as the BVZ and Brünig use different systems, these trains are only run at the weekend to help with the changeover of ski parties. Late news indicates that coaches B850, AB471/73/74/80 may have been bought by BVZ.

Furka-Oberalp Bahn (FO)

An additional loop is to be installed at Mompè Tujetsch for NEAT traffic to the Sedrun adit by the end of 1997.

Montreux-Oberland-Bernois (MOB)

The track between Gstaad and Schonreid is being replaced and the ballast cleaned and replaced where necessary, twelve RhB ballast wagons with ballast, were brought to Zweisimmen on 22 rollschimmel transporter wagons from Chur, this was the most economic way?

Regionalverkehr Bern Solothurn (RBS)

The two new tractors, Tmf 165 and 166 were delivered by R. Aebi in mid-March. They are fitted to work with rollböcke over the dual gauge section.

Electro-diesel Gem4/4 122 is available for sale.

Rhätische Bahn (RhB)

Ge4/4^{III} 642 has been seen with advertising 'patches' one for the Badraun clothes store - a style which looked much better as an overall treatment on a goods van (Gbv 5609), also for the Subaru car company (see photo above). It is possible to hire the sides of these locos by the day, there is talk of an all over ad livery similar to

some of the SBB Re460's. Watch this space.

G4/5 108 has been released from Samedan following overhaul.

Following representations from railway enthusiasts, the second pantograph will be restored to the 'Crocodiles' on aesthetic grounds but it will not be able to be energised.

Works coach X9034 is an original from the Landquart-Davos railway and was built in 1889. It is being by a group in the Engadine to run with RhB 1.

It is confirmed that Lugano-Ponte tresa (FLP) ABe4/4 3 of 1912 will work the tourist trains on the Misox, Castione to Cama, in the summer.

Vitznau-Rigi-Bahn / Arth Rigi Bahn

Special steam services will run as follows:-
Every first and third Saturday in June to and including September.

11.47 from Vitznau to Rigi Staffel with Nos 16/17, Rigi Staffel to Rigi Kulm with the famous No. 7 arriving Kulm at 13.56.

Every second and fourth Saturday, June to September:-

12.00 from Arth Goldau to Rigi Staffel with 'Pullman Wagon' No. 6 thence by No. 7 to Kulm arriving 13.56.

More information from Verein pro Lok 7 CH 6354 Vitznau.

Brienz-Rothorn-Bahn (BRB)

Steam loco No. 14 was delivered on the 11th April 1996. No. 15 was due for delivery on 7th May 1996.

Trams

Luzern

Luzern is looking at reintroducing a tram



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- SBB Brünig Line 2 (Meiringen/Luzern)
- Albula Line RhB (Chur/St Moritz)
- Davos Line RhB (Landquart/Davos/Filisur)
- MOB (Montreux Oberland Bernois Railway)
- Arosa Line RhB (Chur/Arosa)

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Re6/6 CHIASSO-AIROLO

Coming Soon!

A ride with the driver of an SBB Re6/6 hauling the EC *Verdi* service along the southern ramp of the Gotthard Line. English commentary.

R/T approx 45'

£19.95 plus £1 p/p

Re 8/14 Cab Ride: Zurich/Buchs

An exciting footplate ride with historic Swiss Ae8/14 locomotive no.11801 working from Zürich to Buchs on the Austrian border.

With English commentary. Stereo sound.

R/T89'

£19.95 plus £1 p/p

Brienz-Rothorn Railway

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system, with a provisional opening date in 2005. Proposals indicate a standard gauge system, with the possibility of 'Karlsruhe' style through running onto the SBB network. It should be noted that the replacement Seebrücke has been designed to carry a double track tramway.

Genève Tramway

On the third Sunday afternoon in each month from May to September, a historic tram will maintain an hourly round service between Cornavin (dep 14.15-19.15) and Carouge.

Neuchatel Trams

The "Association Neuchateloise des Amis du Tramway" will be running their historic trams and trailers again this year between Neuchatel and Boudry on Sundays 2 June, 1 September and 6 October. Trams will leave Place Pury at Neuchatel at 10.00, 11.00, 13.56 and 15.36 and from Boudry at 10.31, 11.31, 14.56 and 16.36. In the mornings, car 73 dating from 1922 will haul 1897 built trailer 143. In the afternoon, the trailer will be a horse tram (without horse!) No.1 of 1894. A supplement of SFr.1 on any normal ticket can be paid on the tram. It is also possible that hot and cold drinks will be available on the lakeside journey. An informative illustrated booklet published at the time of the centenary in 1994 may also be available.

Zurich (VBZ)

Trams of the City system may work over the Forchbahn to Zolikerberg if the recommendations of a recent report are accepted.

Preservation

Blonay-Chamby (BC)

The trains this year will operate at weekends until 27th October. In July and August, steam specials operated by the BC will run from Bulle to Gstaad on Fridays and Saturdays. The 20th Anniversary of the arrival on the line of the railcar from the Monthey-Champéry-Morgins, BCFeh4/4 No. 6 will be marked on 21 and 22 September by special runs. (I rode in this unit on the day it was brought from the GFM works at Montbovon to Chaulin. It was hauled to Chamby by MOB 2001. In the Jarman tunnel, the bow collector fouled the roof: on arrival at Chaulin it brought part of the "knitting" down -AJP). Their 1997 calendar

containing 13 paintings of locos and rolling stock on the line is now available at SFrs 27 - postage is extra.

Ex - Emmentalbahn Ed 3/4 8 has received a new firebox.

The Furka Oberalp petrol railcar CFm2/2 21 is being moved to the Dampf Furka Bahn for restoration to running order, using a diesel motor.

C5/6 2958 has been removed from its plinth at Olten and has gone to the Eurovapor group at Sulgen for restoration.

A new group, the 'Verein Zürcher Museum Bahn' group (ZMB) has been established on the SZU at Langnau-Gättikon. They have taken over the Salon Tractor Tae 5, previously based on the OeBB, and have acquired Te¹ 47 and 52 from the SBB.

Public Steam Specials will operate on the following dates:

CJ (La Traction group)

17/18, 24/25 July; 1 August; 15 September; 6 October.

RBS (Company)

9 June, 18 August, 15 September, 13 October.

Industrial

Lokoop AG

The DR 142's owned by this company have been renumbered, with the company now using a number range indicating their independence from the Südostbahn. They are now class Ae 477, with the 15 locomotives allocated numbers 900 to 914. This indicates them as 'Private locomotives in Kreis III', as originally reserved in 1993 (See Swiss Express Vol 3 No. 10).

General

St. Gallen is the latest centre to look at an S-Bahn network. Subject to suitable finance being available, the first service could be introduced in August 1997 between Herisau and St. Margrethen.

International

The SNCF general strike in late 1995 proved a benefit to CFF business, with even more traffic routed through the country. Special services were run from Courgenay (JU) and Genève for French car manufacturers.



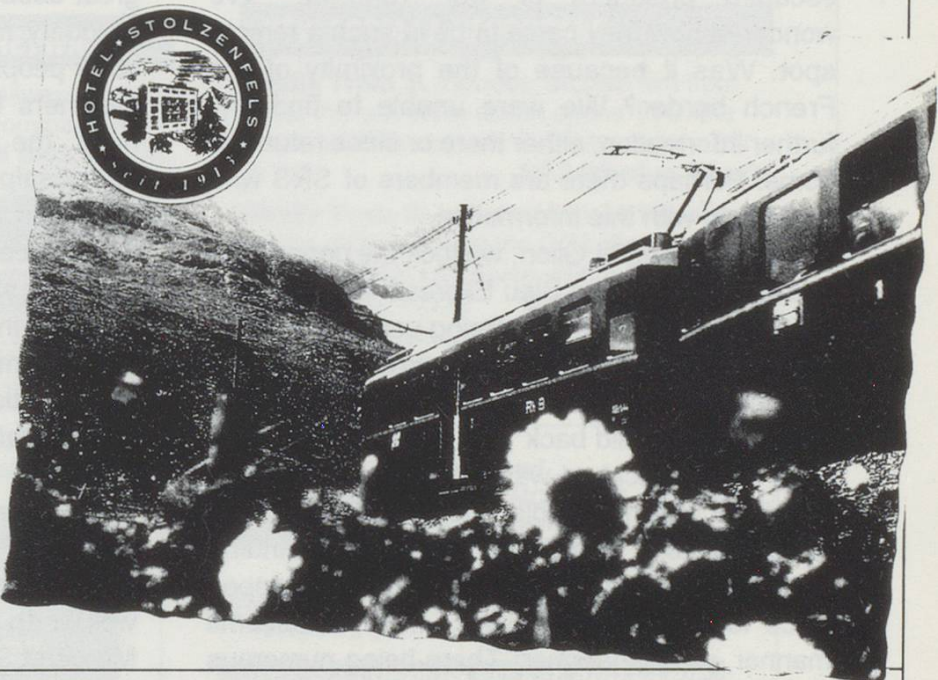
Above: Tram No. 73 of the Neuchatel Tramways, see item in Notepad.

Fascination

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