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NOTEPAD

Schweizerische Bundesbahnen (SBB)

The SBB are proposing to replace their traditional train doors with one-piece doors which cannot be opened while the train is moving. This is intended to cut out passenger accidents - there were two fatalities on Zürich S-Bahn services in autumn 1995.

A goods train derailment occurred at Wassen on 12th April. Reports indicate that it was similar to the Lausanne accident of June 1994, with a light four-wheeled wagon being pushed off the track by the heavy train as it slowed down.

On 16th April 1996 work began on the 46km new line between Mattstetten and Rothrist which is effectively a continuation of the Grauholz line opened last year. When it is completed in 2005, the journey time between Bern and Zürich will be cut from 70 to 57 minutes. The line is the longest to be built in Switzerland since 1926.

Double track on the Luzern - Zug line now stretches from the Rotsee outside Luzern to Rotkreuz. Also doubled in May was the stretch between Olten and Olten Hammer on the Solothurn line.

Trials under unusual power systems of quadricurrent units have involved RABDe 1055 under 1500v DC between Genève and La Plaine, and the prototype Thalys TGV between Pontarlier and Les Verrieres.

Pratteln has turned out the first of 60 Bt driving trailers patterned on Mk IV stock for working push and pull expresses with class 460 locos which, head on, they closely resemble. Services to Munich are expected to start in the autumn. 460-022 is named '100 Jahre TCS', 460-023 'Zurich Relax', 460-037 'Ajax'. (The washing powder, not the warrior of old).

Some Kolibri intermediate coaches at Luzern are now branded 'Regio S-Bahn'.

The first of the 60 Schindler built Bt MkIV went from Pratteln to the German high speed test roller rig at Munich in May. These coaches are the first to use the SIG Navigator self steering bogies. It was seen returning at Offenberg (DBAG) on 20/7/96.

Tests have been completed satisfactorily on Mk IV stock to ensure that the coaches can be safely propelled over complex trackwork. 335 coaches will be modified, presumably by the

installation of control cabling, as well as all the Class 460s.

With the withdrawal of the last Ae4/7's, not one was seen in eastern Switzerland in a June visit. However, two Chiquita were found stored in Winterthur yard in deplorable external condition.

The contract for 30 Am4/4 841 class locos based on the Spanish RENFE class 311 is being extended by a further 10 to be manufactured at GEC/Alstom Valencia plant. Being capable of 100kmh, they can be used on passenger trains in the event that electricity supplies are not available as well as on pw trains which is their primary duty. The first loco arrived on 31st May 1996 and went to SLM to be fitted with Swiss ATC equipment. Numbers 000-3 are scheduled to work at Geneva-La Praille.

The initial tenders submitted for the 24 tilting IC trains required were not acceptable and the SBB has called for fresh bids from 4 consortial plus Fiat.

Work is to be undertaken to enlarge the loading gauge on the following lines to accommodate the double deck IC stock:-

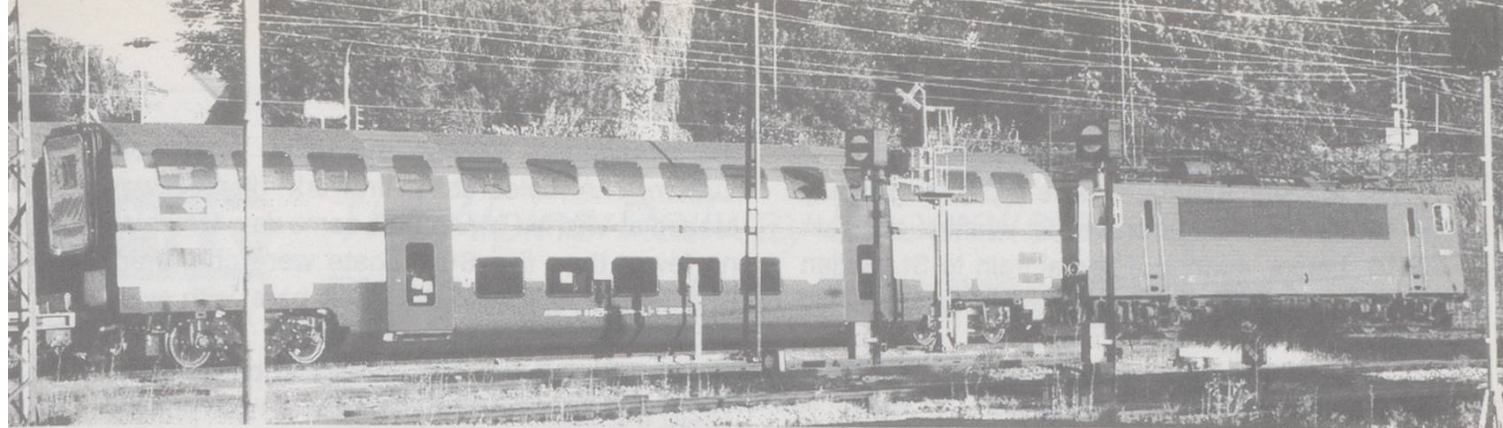
Bern - Thun	Complete 1977
Bern - Geneva Airport	" 2001
Langnau- Biel	" 2003

Modifications to the eastern end of Bern Hbf at a cost of SFrs.8 million will be necessary to facilitate the introduction of S-Bahn routes S3 Thun-Belp-Bern-Lyss-Biel and S4 Neuchatel-Murten-Kerzers-Bern-Burgdorf-Langenthal-Sumiswald.

The SBB is breaking new ground by trialing for a year derailment detectors fitted to wagons. Two systems have been developed, one by Oerlikon-Knorr-Eisenbahn Technik costs about SFrs.7000 per vehicle and the other by Schindler some SFrs.14,000. Both will also detect hot boxes. If vertical acceleration is too high, the former systems makes an emergency brake application and the latter sends a signal to the driver.

The 15 dual voltage locos which are to work through trains to Milan are to be designated class 462. These will be 6,100 kw machines with a service speed of 230 kmh.

SBB/MThB This company has obtained a franchise to run the SBB line from Schaffhausen to Romanshorn from May 1998. Eight Be 2/6 low



floor units are being ordered from Stadler to run the passenger, presumably local, services.

Above: Double deck SBB coach en route for Basel at the front of a freight working at Offenburg station (DB), 20/7/96. Photo: Peter Marriott

Brünig Line

On busy days during the summer, an unadvertised relief at 08.05 has been provided for train 2582, the 08.24 Luzern - Interlaken Panoramic Express. On 20th June, this was headed through to Interlaken by Deh 120 011.

Lötschberg line with two Re460's and a Re465 had to be abandoned due to power supply problems above Frutigen. An extra 132kW feeder to Kandersteg, due for autumn 1996, is needed before such trains can be operated on a regular basis.

Other Standard Gauge

Bern-Lötschberg-Simplon (BLS)

Re 465 001 is the official SLM 125 commemorative locomotive, carrying a stencil of VRB 7.

While the reconstructed platform serving tracks 2 and 3 at Spiez is now complete, modern passenger information systems have yet to be installed. The original train departure frames and clock have been reinstated to fill this gap.

An attempt to run a 3210 tonne train over the

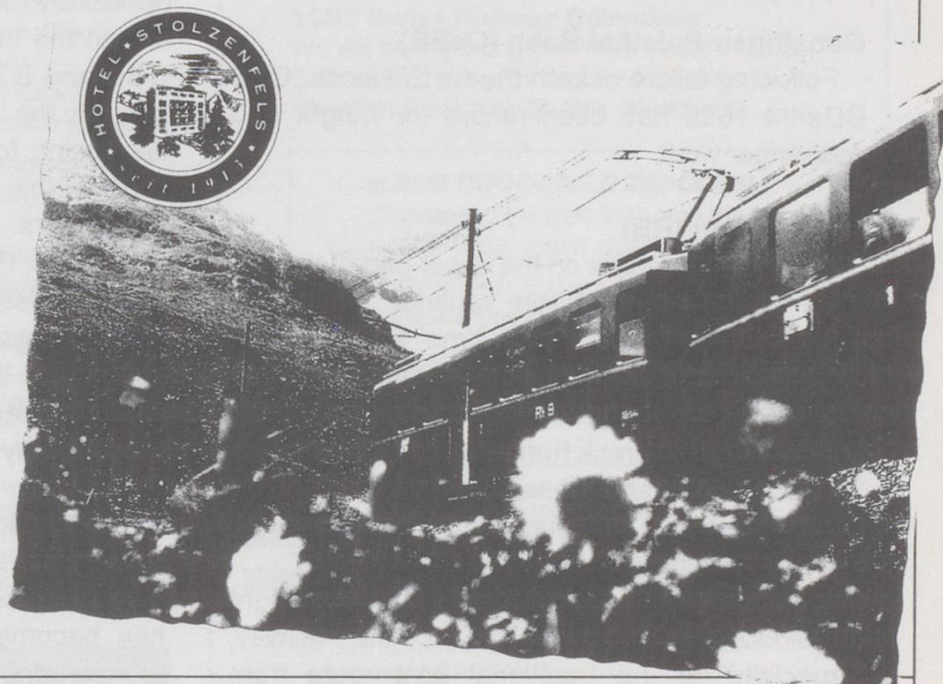
Class Ae8/8. As at mid June, only 271 and 275 remained in service.

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Bodensee - Toggenberg Bahn (BT)

The pre-war Be4/4 still have a passenger duty at 07.03 from Degersheim to Wattwil on train 8616, before working a postal train to St. Gallen at 13.10. No. 11 was seen on this duty on 23rd June.

Gruyère-Fribourg-Morat (GFM)

Standard gauge. This company has obtained from LOKOOP two ex-DR class 142 locos. numbers 142.110/45. After being adapted for work on Swiss railways at the GFM workshops at Bulle-Planchy they were numbered Ae 417 1991/2 and will run between Bulle and Romont and between Fribourg and Ins.

Mittel Thurgau Bahn (MThB)

The line's Kolibri sets now include purpose built intermediate composite trailers. Only the entrance vestibule separates the first and second class non-smoking sections of the coach.

Three DBAG class 150 have been fitted with Swiss style pantographs at Samstagern which will enable them to work oil trains through from Karlsruhe to Bettwiesen. The first of three, low floor, dmu, Bm2/6 596 671 has been delivered. They will work services in Germany between Radolfzell and Stochach from September 1996.

People at a business college at Weinfelden have painted Ae4/4 477 909 in the startling MThB livery at Stadler works at Bussnang.

Oensingen-Balsthal Bahn (OeBB)

Following failure of both the Ce 2/2 locos, SBB BDe4/4 1632 has been rented for freight and passenger work.

Rigi Bahnen (RB)

The steam specials on the upper part of the line have caused considerable variation to normal working, particularly when time keeping falls apart, manoeuvres such as shunting an uphill VRB service at Staffel to allow a downhill service to clear the ARB track from Kulm.

The Saturday special services up the mountain (SE 4/10) require two journeys by No. 7 to handle the passengers from the two-car sets.

The 125 year celebrations have brought considerable optional traffic to the railway, especially via the traditional boat route from Luzern. On the morning of Friday 14th June, both gangways were used at Vitznau to handle

the passengers leaving the 09.00 boat from Luzern! A celebratory firework display was staged at Vitznau later on the same day, for which no fewer than five SGV boats were chartered. This left the cupboard at Luzern bare, with every serviceable boat out on the lake. This led to oddities like the tiny MS *Rütli* (140 passengers, 1929) working the last Küssnacht service and the DS *Unterwalden* working the 'Sunset' cruise in lieu of the normal Panoramaschiff as the most suitable boat available - this normally only happens on a Tuesday evening.

Südostbahn (SOB)

In mid-June, there were only two Re 446's in service on the line, 446 (Seedamm Center) and 447 (Märklin), both working the Voralpen Express service. A third Re446 (presumably 448) was in Samstagern works in white undercoat, while Re4/4^{III} No. 41 was still working on the Arth/Goldau - Romanshorn 'B-Schnellzug' service.

Schindler Wagen has tested a substantially rebuilt ex SBB coach on the BT. The generic term is 'Revivo'. The reconstruction includes panoramic windows and retention toilets. The SOB was sufficiently impressed to place an order for eight to be introduced in 1997.

The coach was marshalled into Kolibri set RBDe 566 402 in June. Internal trim is in varnished woodwork and (comfortable) pink upholstery. A noticeable problem with the coach is that the internal doors are rather stiff!. The SOB and BT are intending to use this stock to upgrade the 'B-Schnellzug' service, the proposed fleet being four sets formed Lok/A/Br/B/B/BDt - some of this stock would be rebuilt from BT BDr 'Bistro' cars.

Classic Rail dining trains were observed in June headed by an Ae 477 or by BT Be4/4 No. 14, now based at Samstagern and resplendent in lined brown livery.

It has been reported that ABe4/4 12 was destroyed by fire on 2nd February 1996.

Sihltal-Zurich-Uetliberg (SZU)

BDe4/4 93 has been bought by the Steiermarkische Landesbahn in Austria where it has become ET 15. It joins BDe4/4 91 now numbered ET 14.



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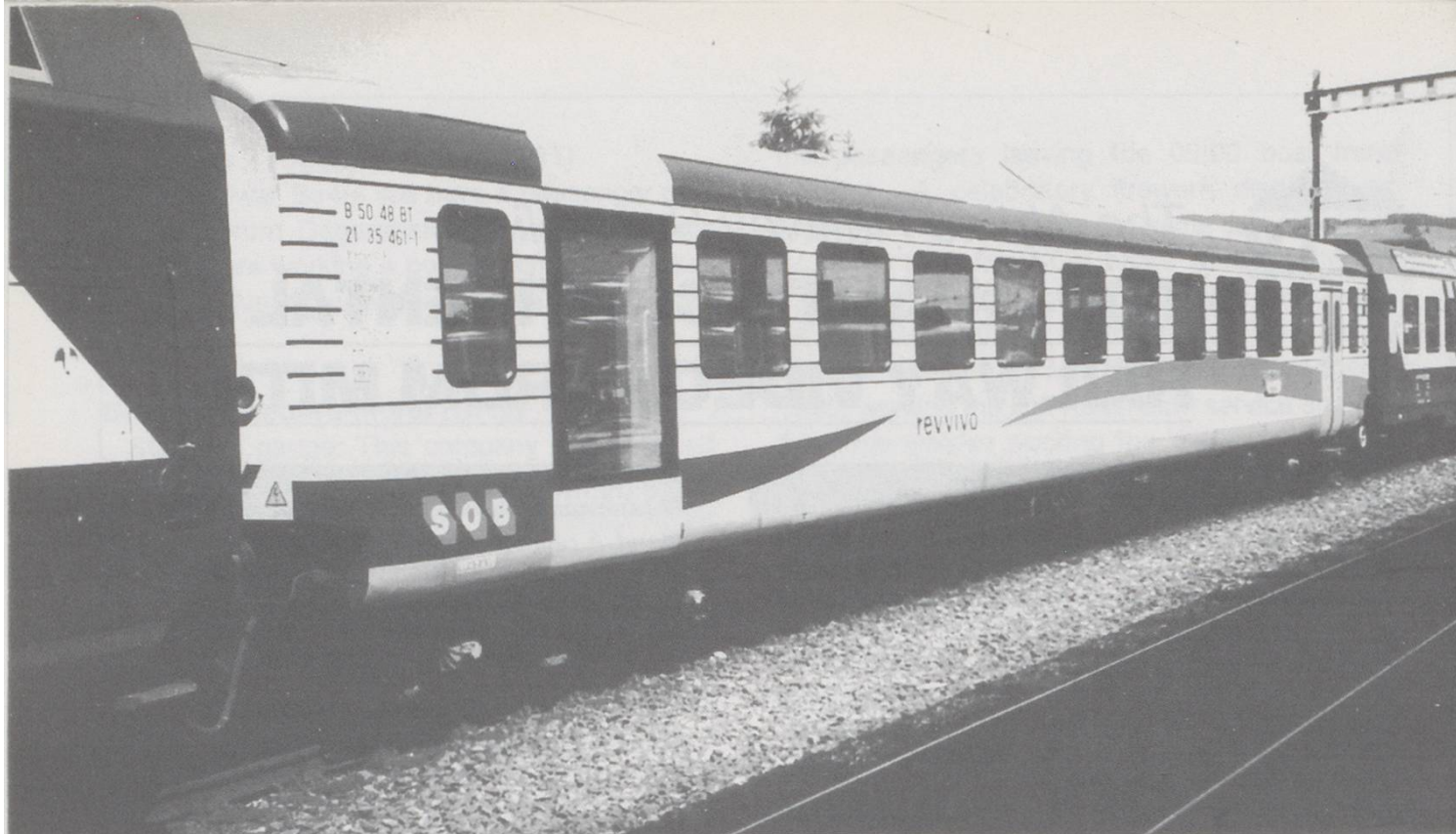


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Metre gauge.

Appenzeller Bahnen (AB)

Brünig Line B 857 has gone to Herisau for conversion to a mobile school coach for the line.

Brienz - Rothorn Bahn (BRB)

Locos H2/3 14 and H2/3 15 were delivered on 11th April and 7th May 1996 respectively and entered service in early June.

The intermediate station at Planalp is to be improved so that services can run there at Easter before the line can be opened to the summit. (I hope there will be a cafe! - AJP)

Bremgarten-Dietikon (BD)

The standard gauge Wohlen to Fahrwangen Meisterschwanden section is to close and will be replaced by buses from 1st June 1997. This is not unexpected as the line has been under threat twice before. A visit earlier this year showed that apart from schoolchildren and a few commuters, passenger traffic was very light and little to keep their two Em freight locos occupied.

Brig Visp Zermatt Bahn (BVZ)

Sale of the 'borrowed' Brünig line rake to the BVZ has been confirmed.

ABi 2121 of 1906 has been restored to 1930's 'Glacier Express' condition.

If you want to see what the old station at Zermatt was like and eat in the buffet which dates from the opening of the line go now. It is to be

Above: SOB 'Revivo' coach: see text for details.

photo: Nick Freezer

demolished and replaced by space 'in a modern complex'. A new crossing loop is to be installed between Stalden and St. Nicklaus.

Ferrovie Lugano - Ponte Tresa (FLP)

Postal traffic has ceased on the line following the reorganisation of PTT traffic.

Montreux Oberland Bernois (MOB)

The withdrawn BDe4/4 3003 and Be4/4 1004/5 have been reported as scrapped. There is some doubt about 1005 which was alive, on 21st April.

Chemins de Fer du Jura (CJ)

A visit to a recent rail technical exhibition revealed a picture Bde4/4 607 on the stand of a British company, MTB Railway Seating. Enquiry revealed that the seats in the refurbished railcar had been supplied by the company and that other Swiss railways also used their products. (Nice to see that the UK can still export something in the rail sector! AJP)

Regionalverkehr Bern-Solothurn (RBS)

New Tmf2/2 Nos. 166 and 167 bear a remarkable (and unsurprising) resemblance to the RhB 85-89 group. Gem4/4 No. 122 has been sold to the La Traction group on the CJ. BDre4/4 No. 1 has been converted to a party coach

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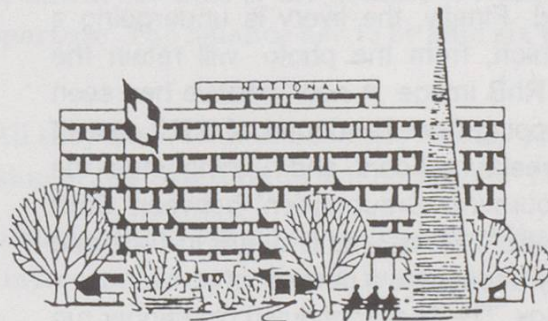
- * Room with bath/shower/WC, radio, direct dial phone, minibar, etc. as above.
- * Welcome drink on the arrival day
- * Rich Breakfast Buffet
- * 4-course Dinner
- * 7-course Gala Dinner
- * Large and rich Swiss farmer-buffet
- * Swiss-Yodelling mass (ca. 20 singers) in a beautiful Church in the Emmental
- * Warm-welcome after the church with a glass of hot Glühwein
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branded 'Pendler Pintli'. On the infrastructure front, work is well advanced on doubling the line between Schönbühl and Shoppyland.

Luzern - Stans - Engelberg (LSE)

The peak hour additional services between Luzern and Stans are provided by a De4/4-Pendel set formed of B / B / At 22.

Operation of the new strengthening sets is particularly smooth, coupling carried out during the normal station stop. On 17th June, the two sets were left during the day at Dallenwil and Wolfenschiessen. On good days, the 08.14 and 09.14 services from Luzern are strengthened to two units for Engelberg, which stay there until needed in the afternoon. Loose coaches are still used for party traffic in the valley.

Meiringen-Innertkirchen Bahn (MIB/KWO)

Be4/4 8 recently delivered from Stadler is now in service. Photo on front cover.

Regional Bern Solothurn (RBS)

New Tmf 2/2 166 is at Worblaufen.

Rhätische Bahn (RhB)

According to the RhB 'Nachrichten', gold was found in the Vereina tunnel. (The 1st April joke was elsewhere in the magazine).

The six Be4/4 511-16, four of which were introduced in 1971 and two in 1979, are undergoing a 'midlife refit' as the Rhb so appropriately calls it. Many of the improvements relate to the electrical and electronic control systems. The driver benefits from a greatly improved console as well as the provision of modern safety glass in the windows. Interiors are improved and a new public address system is being fitted. Finally, the livery is undergoing a change which, from the photo, will retain the distinctive RhB image. A new initiative has seen the outshopping from Landquart of 3812, one of the single restaurant cars, and running under the title of 'Gourmino Graubunden' between Chur and St. Moritz. The car was first built in 1930 and has already undergone a number of revisions.

RhB/Misox. The final scheduled passenger run this year from Castione to Cama which is managed by the 'Associazione della Ferrovia Mesolcinese (AAFV)' will be on 8th Sept. 1996.

In June, both BDe4/4 491 (RhB) and ABe4/4 42 were working together on the Misox passenger services.

RhB Strategy Plan

The RhB has launched its medium term strategy plan under the name 'Futuro'. While maximum economy and efficiency must be sought, the desirability to meet the needs of large numbers of tourists is of great significance to the Canton. Co-operation with other transport modes is increasingly important not least in the field of rail freight transport which, although it has declined, ought not to transfer to roads to the detriment of tourism. (A later report elsewhere showed that freight traffic for the first quarter of 1996 had improved by 10% over 1995). It is not envisaged that any line will be closed: a special effort will be made to keep the Misox. New express services are under consideration, for example, a 'Sunshine Arosa Express' and a 'Bade Express' to Scuol-Tarasp. Inevitably, there will be organisation changes involving management, marketing, finance and the use of equipment and standards of control. In particular, at the vital day to day operational level, there will be emphasis on safety and cleanliness.

(The foregoing is an attempt to paraphrase six pages of German text. If I have misrepresented anything, perhaps our friends in the RhB will be kind enough to correct me. AJP)

Ex Bernina Bahn steam rotary plough is roughly 'plinthed' at the von Roll works at Klus on the OeBB.

Trogener Bahn (TB)

Coach B18 and van EK 852 were broken up in 1995.

Trams

Basler Verkehrsbetriebe (BVB)

A new curve has been opened from Dreiosenbrücke to Klybeckstrasse so that Route 1 trams can reach Messeplatz via Claraplatz during the three years while work on a new road tunnel obstructs the normal route.

Be2/2 205 + B3 1308 have been refurbished and painted in blue livery bearing 'Edelweiss Express'. (Local radio station).

Transport Public Genevois (TPG)

The introduction of Route 16 from Cornavin has been delayed after the city council found that a major sewer under the Quai de la Poste needed replacing. The new link is not now expected to open until 1998. Route 16 will appear from 29

**** 1997 ****

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Plus travel is planning to arrange special packages for members of the Swiss Railways Society and their families. Subject to demand, there will be four or five distinct packages which are intended to cover many of the highlights of the programmes and it is hoped to arrange visits to places not normally available.

No. 1	10 to 18 May	St. Gallen area
No. 2	14 to 22 June	Lausanne area
No. 3	12 to 20 July	Delemont area
No. 4	9 to 16 August	Zurich / Interlaken area
No. 5	30 Aug. to 6 Sept.	Ticino / Olten works

Provided there is no significant change in the exchange rate, every attempt will be made to keep the total cost to around £900.

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September, but effectively as a short working of Route 12 between Moilloseulaz and Augustins loop, worked by 'stretch' Be4/8's. To accommodate this service, all Route 13 services will be extended to Bachtel.

Concessions have been granted for extensions to Acacias, Lancy, Palettes, Secheron and Stand. The historic tram will operate on Sundays until 15th September leaving Gare Cornavin hourly 1415 to 1915 for Carouge.

Verkehrsbetriebe der Stadt Luzern (VBL)

A launch meeting for the proposed Luzern tramway was held on 18th June at the Verkehrshaus. An interview with the consulting engineer, who comes to the project from Strasbourg, puts forward the normal reasons for the proposal - improved environment, traffic congestion, full segregation - and raises the fact that areas of the existing system are approaching saturation. It is proposed to run trailers on Route 1 behind conventional trolleybuses to handle the traffic! Congestion in the town is heavy - on routes 4 to 7, the trolleybuses have to negotiate a queue in the peaks which stretches from the Bahnhof round the corner at Kantonalbank and back to Bundesplatz

Verkehrsbetriebe der Stadt Zürich (VBZ)

The few remaining 'Swiss standard' bogie cars are reported restricted to peak hour extras only.

Zürich Polybahn

The Polybahn funicular is being completely reconstructed at a cost of SFrs.5.7 million. It will re-open in October. It may not be generally known that the concession is held by a Bank, Schweizerische Bankgesellschaft.

Städtische Verkehrsbetriebe Bern (SVB)

Vevey has bought two Swiss standard trams to assist the company in experimental work in connection with development of the prototype Urbos low floor design.

Preservation

Double-ended 'Standard' Neuchâtel bogie tram 582, displaced by the reorganisation of the Verkehrshaus, has gone to the tiny semi-museum Naumberg system in east Germany, where it rejoins two former Neuchâtel trailers.

Industrial

The prototype diesel 'Low-cost' railcar, MThB Bm 596 671 has been undergoing tests on that line. Based on the Stadler AG works at Bussnang rather than Weinfelden shed. It has also gone on demonstration visits to the EBT group and abroad to Austria, Slovenia and the Czech Republic.

Schweizerische Lokomotiv-und Maschinen Fabrik (SLM)

SLM began its 125th anniversary year with an event at the works in Winterthur which included the presence of VR No.7 which is SLM 1/1873 and BLS Class 465-001 which bore on the front 'SLM' and on the side a representation of VR No. 7 with the wording '125 Jahre SLM'. The company has built more than 5,700 locos. Many SLM designs have been built elsewhere under license. The company has a staff of 767 and produced a profit of SFrs.95 million in 1995. All the staff will go on a works outing to the Rigi in September and on 26th October 1996 there will be a works open day. A new book about the company is expected to be on sale.

SLM have drawn up plans to build adhesion steam locomotives, developing on the principles used on the rack tanks. Drawings show a 2-8-2T with an oil-fired, welded boiler.

PTT

Van Z 858 has been withdrawn together with metre gauge Z 77-80. These were built by SWS in 1913. Post vans still work on the following metre gauge lines:- AB, FO, LSE, MOB, RhB and Brünig.

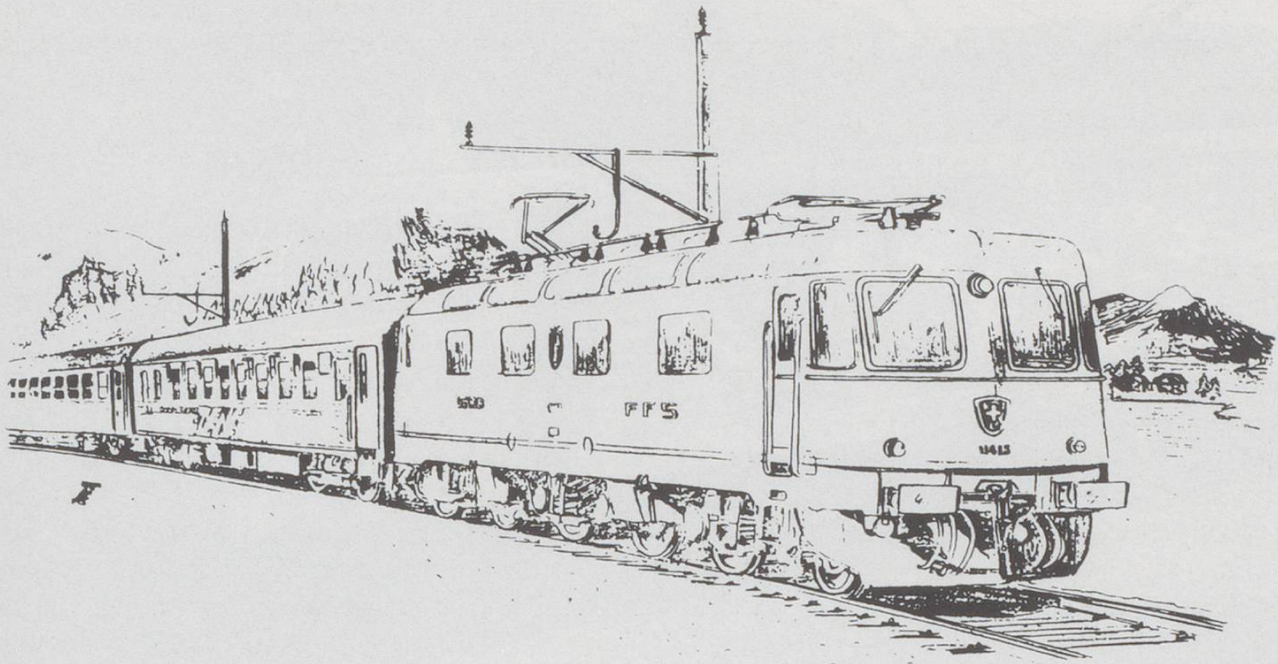
A major reorganisation of the service has taken place following a centralisation and mechanisation exercise. Railway postal services are now based on hub stations, with many services withdrawn.

General

Locos once at Carnforth are leaving Britain for Switzerland. Ex SNCF 231K 22 and ex DB Pacific 01 1104 are to be stored in Basel from whence they will go to Neuchâtel. In 1997, 231K 22 will go to the ex DR works at Meiningen for overhaul and conversion to oil firing.

BLS Ae6/8 to 206/8 and Ge4/4 315 have been obtained by this company. It is understood that they have been moved to Basel Dreispitz to join SBB Ae4/7 10908/99.

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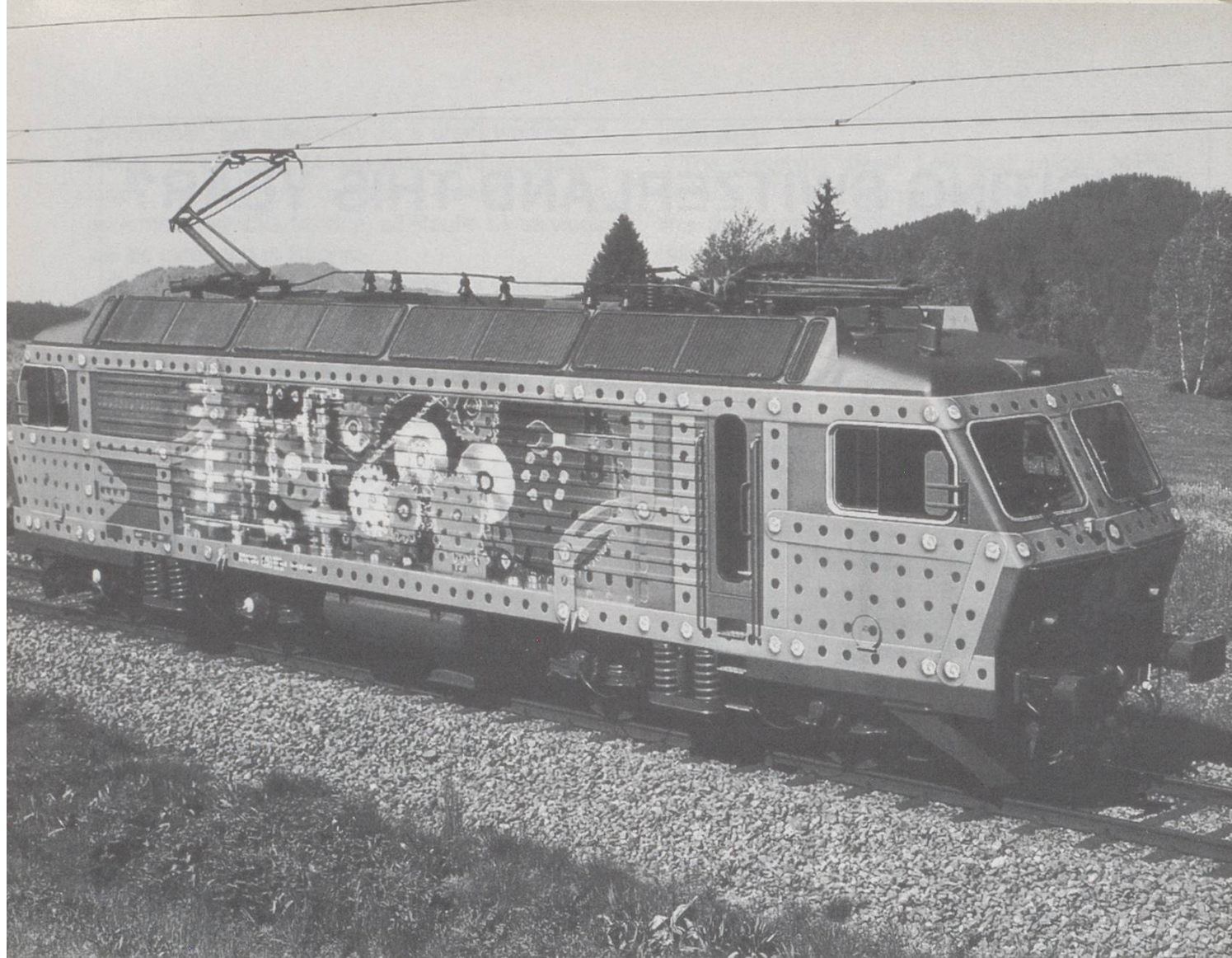
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Above: The latest Marklin livery (similar to Meccano), but instead of an Re460 it is on the Sudostbahn's Re446 447-5, which made its debut on 8th June 1996.

On 11th June 1996, the Presidents of Switzerland and France confirmed the commitment to build a high speed line from Macon in France to Geneva.

A Bill going through the legislative process at present is necessary because existing SBB legislation expires next year. Inter alia, it envisages the separation of infrastructure from operations and will give open access rights equal to those in EU directive 91/440 and will apply not only to the SBB but to other Swiss main line railways. The status of SBB employees as Civil Servants will also change. The BLS is to merge its group companies and will divide the new single company into three businesses, transit, regional and infrastructure which can later be formed into separate companies. Not to be out-done, the constituents of the EBT group are going to merge. Threats to rail freight continue with increasing pressure to relax the unique 28 tonnes lorry limit and raise it to 40 tonnes before the end of the agreement with the EU to hold it at 28

tonnes until 2005. Opponents to any relaxation point out that a shift to roads would choke the existing network with heavy goods vehicles.

150th Anniversary 1997

British, ex LMS 'Jubilee' Class 5XP, "Leander", is being fitted with air brakes so that it can work steam specials during the celebrations.

Alptransit/FO

Work officially started on 29th May 1996 on one of the three shafts for the construction of the Gotthard Basistunnel. To serve the 800 metre deep shaft, a line about 2 km long is to run to the equipment site from the FO between Disentis and Sedrun and another line some 1 km long from the site to the shaft.