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which are being positioned on the platforms.

Further damage occurred on Thursday 14 July, when a massive rain and thunderstorm hit the Lausanne area, further flooding the damaged area. The cause of the fire was still uncertain when we returned home on 16 July.

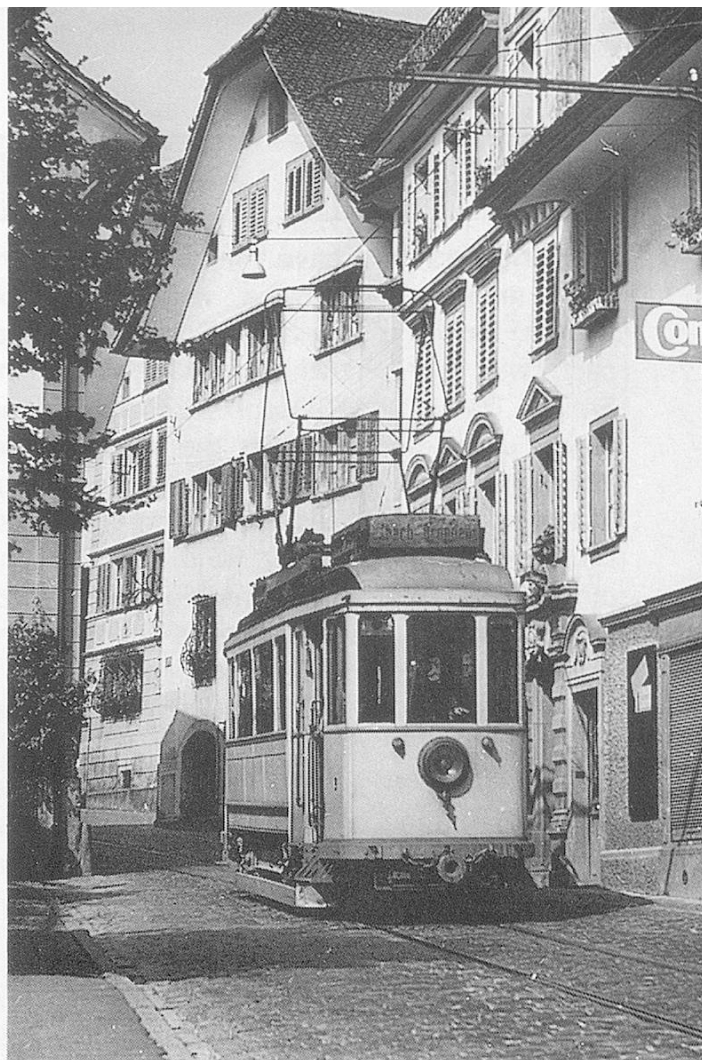
It is to be hoped that the good citizens of Lausanne have suffered enough and will not be experiencing any more problems for some time to come.

Further notes on the derailment

We have since seen the report in *Modern Railways* concerning the derailment, which differs from Ron Dawes' account, and agrees with the information we had at the time where the train stopped for crew change before proceeding to Lausanne Triage (marshalling yard) for reversal. The train in question was proceeding east-west and was diverted over a sinuous route in order that a crew exchange could take place. The practice at the time was to use passenger rated braking force. Unfortunately, an unloaded 4-wheel Tranfesa wagon was sandwiched between two rakes of loaded bogie wagons. With the front end braking sharply and the rear end still on a 1 in 50 down grade, this wagon was pushed off the track at the reverse curve of the crossover and bumped along the permanent way into the station. As at this hour of the morning there was no-one around to observe this, the relief crew took over unaware that the wagon was off the rails.

When they got the right away, the Transfesa van was dragged along until it encountered more pointwork at the west throat and turned broadside on across the tracks, derailing the following 14 vehicles.

As Ron Dawes reported, the SBB were relieved of their obligation to convey dangerous cargoes. They immediately stiffened regulations concerning these vehicles and issued new instructions concerning the make-up of freight trains. It was further decided that, where older 4-wheeled stock was incorporated in the rake, the less severe goods braking regime would apply to the locomotive and leading five wagons so that the brake force was applied to the rear of the train.



Fred Ward remembers

Schyz, 16 September 1963. Tram No 3 on one of the *wider* parts of the main street. This line was in superb condition and did not close from choice, but fell foul of a road widening scheme on the road to Brunnen, which took away its road side track. The compensation was insufficient to permit them to relocate the line, a great pity since it was a nice little line, with everything maintained to a very high standard.

Renumbering of the RhB Tm2/2

New No.	Previous No.	Date New	New No.	Previous No.	Date New
15	64	1957	21	57	1965
16	65	1957	22	58	1965
17	66	1957	23	59	1965
18	67	1957	24	60	1965
19	62	1962	25	61	1965
20	63	1962	26	56	1969