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NOTEPAD

Schweizerische Bundesbahn (SBB)

RABDe12/12 1106 has been refurbished at Zurich as RABDe510 005 and repainted in the standard blue/grey livery. It has been put into service on line S3 in tandem with the existing units.

The dual voltage NPZ's for the Basel S-bahn network (RBDDe 562) will have modified plug doors to handle the high platforms on the SNCF section around Mulhouse. The first conversion, RBDDe 562 000, emerged from works in February.

The first double deck Inter City services will operate on the St. Gallen-Zurich-Interlaken service. Catering will be provided by the SSG/Rail Gourmet consortium.

To allow the reformation of Kreis II NPZ units during February and March, local services in the Zofingen/Aarau/Wettingen region were provided by Re4/411 powered two-coach Pendelzug sets, as was one round trip daily over the old Hauenstein line.

A fire in a tyre warehouse at Schonenwerd on 11 March blocked the line between Aarau and Olten for much of the day. While the Basel-Zurich services could be rerouted over the Bozberg line, services between Zurich and the west of the country were diverted either over the former SNB single track line between Aarau or Lenzberg and Zofingen, or were sent round via the Bozberg and Hauenstein lines, reversing at Pratteln.

The notepad entry in Swiss Express 5/1 about the first EW IV set in service on the S1 and Luzern-Flughafen services actually referred to the first EW IV Pendelzug services using one of the new Bt coaches. EW IV formations have, of course, been in use for the past 10 years!

Brunig Line

Hge4/4 1992 has been withdrawn

Other Standard Gauge

Bern Lötschberg Simplon (BLS)

Newly arrived Re465-012 is to be named "Eurotunnel" at a ceremony at Kandersteg station on the June 11, 1997.

Biel-Täuffelen-Ins Bahn (BTI)

The 7, Be2/6 railcars, to be numbers 5010 to 5070, are under construction at Stadler, Büssnang and are expected to be delivered from the end of April and ready for service for the timetable change. When they have been accepted into traffic Be4/4 501 & 502, together with Bt 551 / 553 / 554 will transfer to the Solothurn-Langenthal section (? presumably with a number change). Be4/4 503 & 504 are scheduled for retention at Täuffelen for gravel traffic between Finsterhennen and Sutz.

Regionalverkehr Mittelland AG (RM)

This is the new title of the combined Emmental-Burgdorf-Thun group following the fusion of the EBT, VHB and SMB companies.

Chemin de fer Martigny-Châtelard (MC)

A change of mind by the SNCF has resulted in a reallocation of units in the joint order with the MC. The MC are now receiving 3 units numbered Bhe4/8 801+ 802, 803 + 804 & 805 + 806, whilst the remaining 2 units will go to the SNCF as Z 821 + 822 & 823 + 824.

A group has been set up in Martigny to preserve, in working order, BDeh4/4 14, 15, 31 & 32

Mittel Thurgau Bahn (MthB)

This railway is rapidly turning into an international concern! Its oil trains between Stuttgart and Weinfeldern are powered by DB 150s on hire and crewed by former DB staff from Singen depot.

Nyon-St.Cergue-Morez (NStCM)

The regauged O & K tractor (Type MV48, No. 25845/58 rev. /96) has been numbered Tm 261.

Sudostbahn (SOB)

Rothenthurm station is being rebuilt with an island platform and pedestrian underpass.

The first production 'Revvivo' coach was released by SWR Altenrhein at the end of February, and deployed in a BT Pendelzug formation.



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NOTEPAD continued

Metre gauge

Appenzeller Bahnen (AB)

Former RhB balcony coaches B243-245 have been sold on to the Chemin de fer de La Mure in France.

The 'Low Cost' railcars for this line were scheduled to arrive from the end of April. When they have been accepted into traffic, Be4/4 501 & 502, together with Bt 551/553/554, will transfer to the Solothurn-Langenthal section. 503 and 504 are scheduled for retention at Tauffelen for gravel traffic between Finsterhennen and Sutz.

Brig Visp Zermatt Bahn (BVZ)

The former Brunig Line rake is being renumbered into the BVZ series, fitted with standard brakes and end of rake couplings and equipped with a transformer to convert the standard BVZ auxiliary power supply to feed the ETH equipment.

CF des Montagnes Neuchateloises (CMN)

Bde4/4 1 has been broken up. Its bogies have been saved as spares for the remaining 1950 motor coaches 2-5.

Montreux-Glion-Naye (MGN)

Hm2/2 No.4 acquired from the Brienzer-Rothorn Bahn is named *Brienz*

Regionalverkehr Bern-Solothurn (RBS)

The section between Jegenstorf and Urtenen, at the outer end of the Bern local service, is being doubled. The doubling between Schonbuhl and Moosedorf which started in 1996 will involve a new alignment and halt at Schonbuhl Shoppyländ.

Rhatische Bahn (RhB)

Berninabahn motorcoach No. 37 is being rebuilt into a works car at Poschiavo in a similar style to Xe4/4 9920 (ex 38).

An additional 7 driving trailers will be required for Chur-Arosa and Vereina Line services, and an extension of Pendelzug services on the main network. These will be rebuilt from conventional main line coaches.

G3/4 Ratia is scheduled to work between Cas-

tion and Cama for the 90th birthday celebrations of the Bellinzona-Mesocco line, where it will meet up with RBS Abt 215 of 1957, sold to the local AAFM preservation group.

Trams

Basler Verkehrsbetriebe (BVB)

Be4/6 659-686 of 1990/91 are to be 'stretched' to Be4/8 with a low floor centre section similar to that fitted to the BLT cars of the same basic type.

Verkehrsbetriebe der Stadt Zurich (VBZ)

Burgwies depot is scheduled to close at the May timetable change.

Preservation

The National Railway Museum's Rocket replica is scheduled to go to Luzern between September 22 and October 17 to take part in the commemorative service to Kussnacht.

C5/6 2978 was used with a goods train on driver training work in the Jura between Brugg and Yverdon (via the old Hauenstein, Delemont and Sonceboz) on 11/12 March.

The La Traction group at Pre Petitjean (CJ) have augmented their active steam roster for the Rail 150 services by hiring G3/4 208 from the BDB group of Meiringen.

Reiseburo Mittelthurgau (RMT)

The 'Churchill Arrow' Rae4/8 1021 has been active during the winter, visiting Lugano on 21st and 23rd February.

Industrial

SLM have overhauled Kreigslok 52 8055 of the EFZ group at Tübingen, modernising it on the principles developed in their latest rack tanks. The engine has been converted to oil burning with improved boiler insulation and bearing design. The works is certainly taking seriously their aim to be world leaders in steam technology.