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NOTEPAD

International

The extension of the TGV service to Zürich from 28th September was marked by naming unit 115 *Zürich* on the previous day.

A Regio Sprinter from the Dürener Kreisbahn has been on a Swiss tour during the summer. For the International Music Festival at Luzern in August it was used on a service between Luzern station and the festival hall in the Von Moos works at Emmenbrücke; on 14th September it operated public demonstration runs between Seon and Beinwil am See.

Schweizerische Bundesbahnen (SBB)

The Re4/4 I class was reduced to shunting and pilot duty only from the timetable change on September 28th.

It is intended to run Basel - Chiasso goods services on a regular interval basis from 24 May 1998. This will improve motive power and crew utilisation on this heavily used trunk route. A single Re6/6 will power trains of up to 800 tonnes between Muttenz yard and Erstfeld, where an Re460 will be attached for banking and regenerative braking purposes for the transit to Chiasso. It is intended that from May 1999 the helper locomotive will be controlled by radio from the lead locomotive.

A press notice on 12 September 1997 said that the Re4/4' would be withdrawn at the end of the summer timetable on 27 September 1997. Two will be retained in working order for the historic fleet and six more will be kept for the time being at the carriage washing plant at Basel. No. 10007 ran the highest 'mileage' of any SBB loco, 8.5 million kilometres.

Brünig Line

From the May 1997 timetable change the 'eastern' Pendelzug service was cut back to work between Luzern and Sachseln only, but without saving a set in service. A 'western' Pendelzug service has been introduced between Meiringen and Interlaken, allowing the majority of through trains to be accelerated.

Bistro coach WR 426 *Chez Beatrice* has been introduced into another Brünig Panoramic Ex-

press service. This is a conversion of centre entrance LS B 845; one half has become a French style 'bar' area, with the other half being laid out as an English 'tea garden'.

Violent but brief storms have beset Switzerland this summer. One such lasting only some 45 minutes struck above Sachseln on 15 August. Torrential rain overwhelmed the mountain stream re-inforcements put in place after an earlier storm and flood water poured through the village pushing before it large boulders and tree trunks. Both the cantonal road and the railway were washed away, the latter over some kilometre at least. The station area was left a sea of mud.

However, the line was closed only for one day thanks to a remarkable effort by the SBB staff who relaid the damaged section and even made it possible to use the station although the goods yard was totally out of use. Despite the extreme caution necessary over the newly relaid track, trains were running only about 15 minutes late. Congratulations to all concerned.

Other Standard Gauge

Bern Lötschberg AG (BLS)

Re 465 013 was named STOCKHORN - ERLBACH/SIMMENTAL on 13th August at Erlenbach to commemorate the centenary of the Spiez-Erlenbach-Bahn. 565.732 was named at the same ceremony.

Tm2/2 61 (BLS/RACO/Deutz - 1974) has been sold to the Chemin de fer Pont Brassus (PBr) qv. Wohlen-Meisterschwanden-Bahn Ta 31 has been acquired. It was present, still in WM livery, at Bönigen works open day on 14th August.

Emmental Burgdorf Thun (EBT)

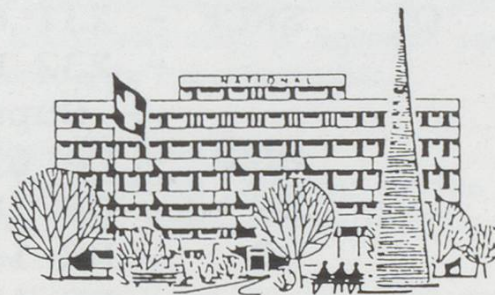
EBT Group The five companies which formed the EBT Group have been merged into one under the title "Regional Mittelland" which gives a better indication of the geographic position of the group in Switzerland as well as assisting in the development of the new company under its new Director, Mr. M Selz.

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Kriens-Luzern-Bahn (KLB)

The Stadt Luzern has sold this railway to a co-operative for CHF 25,000. The effective date of the sale was 1st November 1997.

Oensingen Balsthal Bahn (OeBB)

Withdrawn SBB BDe4/4 railcars 1641 & 1651 have been acquired and numbered 641 and 651 (new numbering presumably 537 241 and 537 251). Also acquired is driving trailer Bt 50 85 29-33 900-6 which is numbered Bt 900-6.

The line's three 'Seetal' balcony coaches have been repainted into SBB green livery and the original branding restored.

Chemin de fer Pont Brassus (PBr)

BLS tractor Tm2/2 61 (BLS/RACO/Deutz - 1974) has been acquired to replace the 1949 Condor drasine (ex SBB Dm 3672). It is allocated number 238.304

Rorschach Heiden Bahn (RHB)

HE2/2 3, the 1951-built steam rack tank from the Sulzer works at Rüti, has moved to Heiden to work special services.

Südostbahn (SOB)

The 'Glaskasten' Be4/4 11-14 working the Biberbrugg - Einsiedeln shuttle have been replaced by the stock acquired from the Wohlen Meisterschwanden Bahn

Wohlen-Meisterschwanden-Bahn BDe4/4 1, BDe4/4 2 and Bt 11 have been acquired. New numbers are not yet available.

Solothurn-Niederbipp-Bahn (SNB)

The company has acquired a second hand standard gauge Henschel DHG 500 diesel locomotive. After refurbishment at Langenthal works it had been numbered Em3/3 326 (Em 837 826-8), both of which are carried, and allocated to Niederbipp for shunting duties and freight traffic haulage on the dual standard/metre gauge track to Oberbipp. Some confusion has arisen over the computer check number as this should be 7 and not 8. It has been suggested that the computer number should be Em 837 326-8, but xx7 3xx is the number group allocated to the RVT.

Sihltal Zürich Uetliberg Bahn (SZU)

Driving trailer Bt 984 was sent away to the CJ

works at Tramelan for repainting, a journey which required a *Rollschimmel* transit over the metre gauge line from Tavannes!

Wohlen Meisterschwanden Bahn (WM)

With the end of passenger traffic, the following sales have taken place:

BDe4/4 1 and 2 and Bt 11 - SOB

BDe2/4 3 - Zürcher Museumsbahn

Em2/2 101 - Metrag AG, Rümlang ZH

Ta 31 - BLS

B 26 - Club San Gottardo, Mendrisio

METRE GAUGE

Biel-Tauffelen-Ins Bahn (BTI)

BDe4/4 512 was still in service in August hauling standard gauge grain wagons on rollschemelen between Lüscherz and Biel/Bienne. The arrival of the new BDe4/6 has made its future uncertain.

CF Martigny Châtelard (MC)

A clarification of the numbering system for the new units has been published. The SNCF units are numbered Z1 - Z3, individual numbers being 801/2, 803/4 and 805/6. The MC units are known as Beh 4/8 21 and 22 in addition to their individual numbers of 821/2, 823/4.

Montreux-Oberland-Bernois (MOB) / group

The first of the 'Low Cost' railcars for the Lemman coast services arrived at the end of August. Photo in this issue. They will be numbered 7001 - 7004 in the main MOB number range.

Regionalverkehr Bern-Solothurn (RBS)

Double track south of Jegenstorf was commissioned at the end of September.

Rhätische Bahn (RhB)

The remaining passenger services calling at Sils, Solis, Surava, Alvaneu and Stuls ceased at the end of May.

ABe4/4 503 and 504 were stored unserviceable at Landquart in June; with the current excess of stock their overhaul is unlikely.

On 29 November 1997 an era ends. From that date, the DC current will be switched off, the power cars will depart, except for those to be converted to driving trailers, and standard RhB 11kV 16 2/3 Hz Ac will power the Ge 4/4' which will take over. The newly repainted stock is to be

unveiled on the 29th September and the new service commences on the 1st December.

Photographs on back cover! Story and more photographs - March Issue

Rheineck Walzenhausen Bahn (RhW)

Services on the line were suspended for 10 weeks from 1 July after the solitary traction unit on the line was damaged in a level crossing collision with a truck.

Société Anonyme des Transports Emosson Barberine (SATEB)

On 8th August the service was being operated by Ta2/2 5 & 7 whilst the Lister Tm2/2 4 was spare locomotive. There was no sign of Ta2/2 6 & 8 despite the fact that it was authoritatively reported in Eisenbahn Amateur (11/94) that they would be restored to service in 1995 for the 75th anniversary celebrations of the Barberine Funicular, its 60th anniversary of public service and the 20th anniversary of SATEB. Not recorded in this journal is the replacement in 1991 of the monorail Barberine Funicular from Pied du Barrage to Lac d'Emosson by a conventional funicular having galvanised steel section "track" with the cars running on rubber wheels.

Solothurn Niederbipp Bahn (SNB)

A 1965 built Henschel 0-6-0DH has been overhauled at Langenthal and put to work on the standard gauge lines at Niederbipp as Em3/3 326.

Wohlen-Meisterschwanden-Bahn (WM)

The passenger service ceased as expected on 31st May. Freight traffic continues as far as Villmergen, and one locomotive, Em4/4 151, has been retained. The remainder of the stock has been disposed of as follows:

BDe4/4 1, BDe4/4 2 and Bt 11 to Südostbahn

BDe2/4 3 to Zürich Museumbahn (DVZO)

Em2/2 101 to Metrag AG, Rümlang

Ta 31 to BLS Lötschbergbahn (BLS)

B26 to Club San Gottardo

Trams

Städtische Verkehrsbetriebe Bern (SVB)

Swiss Standard set Be4/4 623 + B 337, formerly the 'Kultur Tram' has become the 'Blümlisalp Tram', carrying advertising for the

groups supporting the DS *Blümlisalp* on the Thunersee.

Proposals are being made that trolleybus routes to Bümplitz and Gäbelbach should be converted to trams in the period 2003 to 2007.

Verkehrsbetriebe der Stadt Zürich (VBZ)

The TMZ (Tram Museum Zürich) and the VBZ staged a tram parade in central Zürich on 10th August as part of the 'Swiss Rail 150' celebrations. Modern Zürich trams were present in addition to the serviceable TMZ trams. City centre tours on 9th and 10th August were worked by the TMZ 'Elefant' composition Ce4/4 321 + C 687.

Basel (BVB)

Is to take delivery of the first of the artics. with a low floor centre section, number 674, in December 1997. Trams Nos. 432, 436 and 446 have been withdrawn.

Feelers are being put out for firms to quote for fully low-floor trams for delivery in 2001.

Industrial

The Schindler carriage works at Pratteln are to be sold to ADTranz from January 1998. The Schindler group will receive a stake in the ABB Schweiz AG, the Swiss ADTranz subsidiary. The Altenrhein works (formerly FFA), now a component factory, will continue to be part of the Schindler group, as will the crane section of the Pratteln complex.

1000th Subscribing Member

We are pleased to announce our 1000th subscribing member. The member concerned was presented with a full set of back issues in binders to honour the occasion by the Publicity Officer Andy Nelson. It was a most fitting coincidence that Rico Signore, a long standing member and friend of the Society and a stalwart of the SNTO (as it was) before his retirement, should have sent me a letter requesting an application form be sent to an enthusiastic gentlemen he had met whilst holidaying in Switzerland. The said gentlemen returned his completed form immediately and was duly processed as the 1000th member.

Dave Howsam