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NOTEPAD

To our contributors. We are indebted to our friends in the railways in Switzerland, especially the SBB, RhB, EBT and the BLS and individual Swiss members who provide so much useful information. We now have members in the UK who have kindly sent in material from the Internet. This is very welcome. If English versions are not available, French or German is fine - but French is preferred. Could Internet material please be sent direct to:- Alan Pike, 5 Cotterells Hill, Hemel Hempstead, Herts. HP1 1JA who gives his thanks in advance!

The Editor is now on the Internet and can be contacted by email at:

heathservices@btinternet.com

(I usually check my email twice a day but the postman still calls most days so keep sending the articles, thanks, Ed.)

Schweizerische Bundesbahnen (SBB)

The Government has approved credits of Sfrs. 18 million and 27 million respectively to improve the lines between Corneaux and Twann at the foot of the Jura, and the 19 km. Luzern-Kussnach am Rigi-Immensee. The former includes the provision of new signal equipment at Landeron station which will control the 12 km. between Cornaux and Twann with the capability of remote operation from Bienne. Traffic can be substantially increased because both lines will be signalled for reversible working.

The Luzern-Immensee work encompasses renovation of six tunnels with a total length of 3.1km. and the simplification of the layout at Kussnacht. During the work which is to be completed in 1999, local services will run between Immensee and Meggen and by road from Meggen to Luzern.

La Cornallaz tunnel on the Lausanne side of Puidoux-Chexbres station was built in 1860. It must be enlarged to cater for the double deck Zürich - Geneva trains. Tracks will be lowered by up to 50cm. The work lasting 2 years calls for considerable modifications to the timetable as only one track will be available.

The plinthed loco at Olten, C5/6 2958, has been displaced after 23 years by the reconstruction of the station. In due course it will

go to the Eurovapor depot at Sulgen to be restored to working order by the year 2000.

There are proposals to replace local trains by buses on the Burgdorf-Langenthal, Kerzers- Lyss and Biel-Grenchen Nord services.

RABDe12/12 units are being re-furbished to NPZ standards and being re-numbered in the series 510.100-35.

NPZ units 560-136 to 141 are being rebuilt to dual voltage for the Basel-Mulhouse S-Bahn and will be re-numbered 562.000 to 005. The Le Pont - La Brassus sets 2184/5 are to be re-numbered as class 568, presumably 000 and 001.

Romanshorn marshalling yard is due to close in June 1997 releasing two shunting locos. Work will be transferred to Buchs and Limmattal. A consequence will be the through working of freight trains from the Limmatt yard to Hall im Tirol.

Class 460s are now proving how efficient the design is by clocking up very high 'mileages'. No less than 16 have done more than 250,000 km. in a year with 460.015 leading the field with 288,575km..

Kanton Aargau is supporting the 150th anniversary of the Swiss railways in a big way. Among other things, 460-034 is to be painted in a blue and black livery emblazoned "Zugkraft Aargau".

The first commercial EW IV workings took place on the S1 service between Zürich and Zug on 29th October. From the end of November, a full length train was deployed on the Luzern-Zürich Flughafen route.

The SBB is coming into line with the European Union principles of separating operations from infrastructure and 'free access'. It is expected that by the end of 1997 the well known names of departments and ranks of staff will be changed.

OTHER STANDARD GAUGE

Bern-Lötschberg-Simplon (BLS)

There is a proposal to replace local trains by buses on the Thun-Spiez-Reichenbach services. This brings into question once again whether buses can reach the Niesenbahn station at



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Mülenen and whether a Spiez-Mülenen shuttle train might be run.

Delivery of the first of the follow-on batch of 10 class 465 was due in November 1996 with completion in mid 1997. The locomotives are owned by the SBB but will carry BLS livery and be numbered 465.009-018. A 'rent/purchase' agreement is being negotiated which could lead to ultimate ownership by the BLS. The first, 465-009, ran trials between Zürich Hbf and Limmattal yard on 22 November 1996 operating in multiple with SBB 11213 with a Mkiv Bt at one end and a standard Bt at the other. (010 was seen in service on the 22/1/97 at Spiez and on the 24/1/97 on a freight at Kandersteg with two SBB460's pulling and 010 pushing. Dates for others from the BLS are 011 - 23/1/97, 012 - 24/2/97, 013 - 23/3/97, Ed.) The arrival of these locos is likely to see the end of the Ae4/4 and Ae4/8. Of the latter, only 271 and 275 are available for traffic. A Swedish private railway, BK Tog, is said to be showing some interest in some of the locos for possible freight work.

Ae4/4 251 has been allocated to historic workings to join Ae6/8 205 and Ce4/6 307.

A very detailed description of Tm 235 099 and 100 which entered service in the summer of 1996 is given in pages 472-481 of "Schweizer Eisenbahn Revue" 11/96.

Be4/4 761-3 will not receive any further repairs and will work out their days either on regional trains from Brig to Goppenstein or freights from Spiez to Zweisimmen.

Bodensee-Toggenburg Bahn (BT)

Three shunters have been bought from Ruhrkohle AG of Germany, numbers 281/3/4 (built Henschel/AEG in 1966 with Works Nos. 31127/29/30). Number 284 will be used for spares.

Emmental-Burgdorf-Thun (EBT)

Ex-SBB 'Sputnik' Db 89-29 802 has been converted to a 'Bistro-Stübli' coach for special workings, retaining its open verandahs.

Gruyere Fribourg Morat (GFM)

Following about 2 years of trials and overhaul which incorporated changes to conform with Swiss practice, ex DR class 242 (DBAG 142) numbers 110 and 145 went into service as Ae

417 191 and 192 on 5 July 1996 and 18 October 1996 respectively.

Mittel Thurgau Bahn (MThB)

The second 'Low Cost' diesel railcar, Bm 596 672, was delivered in November 1996. The third was due to follow in January 1997.

Oensingen-Balsthal Bahn (OeBB)

SOB De4/4 21 has been purchased.

Sudostbahn (SOB)

The exchange of Re4/4^{III} 41 and Re4/4^{IV} 10101 (to become Re 446 445) formally took place in October 1996.

ABe4/4 3 and ABe2/4 9, together with two coaches, have gone to Kaiseraugst for scrap, whilst De4/4 22 is expected to follow soon. The other De4/4, No.21, has gone to the Oensingen Balsthal Bahn (OeBB) for restoration.

E3/3 "Schwyz", built Esslingen 2224/1887, was moved on 26 November from its plinth at Wädenswil, where it has been since 1969, to the DVZO works at Uster for restoration to running order.

Wohlen-Meisterschwanden (WM)

From the start of the new timetable, passenger services will again be withdrawn and trains replaced by buses. This time it will probably be for good as passengers are sparse outside school and peak hour times. Freight may well have a future with the rail connected works between Wohlen and Vilmergen. A history of the line appears in pages 9-15 of the January 1997 "Eisenbahn Amateur".

METRE GAUGE

Appenzeller Bahnen (AB)

Restored BCFm2/4 56 built in 1929 made its inaugural run on 23 September 1996.

ABDeh4/4 No.4 ex SGA built in 1931, has been scrapped.

A remarkable train has become available for hire at a very modest Sfrs.2000 a week. It is called "Rollendes Klassenzimmer" (Travelling classroom) and consists of an ex-Brunigbahn centre entrance second class coach flanked by two Hck goods vans all painted in a connecting theme showing the Appenzell countryside. One end of the coach is a classroom for 32 children

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Saturday 16th August

Open day in the main BLS workshop Bönigen.

Travelling locomotive parade of BLS machinery between Leissigen and Interlaken.
Special trip with the Ballenberg Steam Railway from Interlaken to Brienz, with the Brienz-Rothorn Railway to the Brienz-Rothorn and subsequently return to Interlaken on the steamer Lötschberg.

Round trips with the steam locomotive Zephir between Interlaken West and Interlaken Ost.

Sunday 27 July and Sunday 3 August

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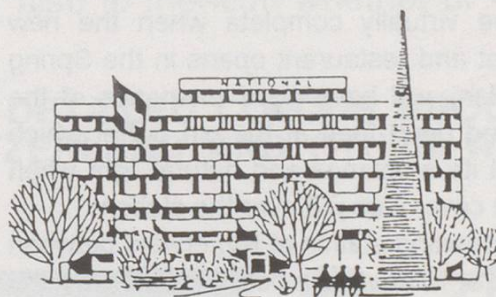
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and the other is the kitchen. The vans are the dormitories. Power for equipment, including a computer, comes from solar panels on the roof of each van.

Berner-Oberland-Bahn (BOB)

ABDE4/4 301 built in 1949, long absent from its own system rented to the KWO, has been withdrawn.

Blonay-Chamby (BC)

Ex-RhB steam snow plough X9914 stored at Klus on the Oensingen-Balsthal Bahn was transferred by the SBB on one of the two six axle wagons for carrying metre gauge vehicles over the standard gauge to Vevey on 26 August 1996 where it was off-loaded onto the CEV and moved by night to the Blonay-Chamby. After attention and a repaint, it is to go on show to the public.

X9912, which has been at Chaulin for many years, was loaded onto a road low-loader for its journey to the DFB where it can be kept under cover before being restored to working order. Road transport was necessary because there is no rail connection between the FO and the DFB.

Brien Rothorn Bahn (BRB)

Prototype diesel Hm2/2 8, for a long time used on works trains, has been sold to the Montreux Territet Glion Rochers de Naye (MGN) as their No.4. A case of steam replacing diesel. (photo on page 49).

Brig-Visp Zermatt (BVZ)

The reconstruction of Zermatt station started in 1981 will be virtually complete when the new Station buffet and restaurant opens in the Spring of 1997. Many will have good memories of the ambiance and good food at the old buffet which certainly lost its ambiance and natural light when the concrete cover was put over the station.

The new crossing station at Kipferwald between Stalden and St.Niklaus, almost divides in two the longest section of single track which had a service running time of 12 minutes. Construction presented many difficult problems for the engineers who had to build supports and partial viaducts in the fast flowing Kipfenschluch. Its operational debut this year will greatly improve the capacity of the line.

Coach B2271 was wrecked at Brig On 14

October 1996 when 6 of the RhB ballast wagons ran down the ramp from the freight yard and crashed into the rear of a waiting train. Fortunately, the coach was empty but 8 people in the rest of the train were slightly hurt. Our members, Mr. and Mrs. Falkson, witnessed the incident.

A passing loop has been commissioned at Kipferwald between Stalden and St. Niklaus.

Dampfbahn Furka-Bergstrecke (DFB)

According to a report in the Continental Railway Journal 108, all of the following three locos were in blue livery in early September 1996:-

- 1 "Furkahorn" (SLM 2315/13) ex-FO 1; ex-VHX (Vietnam) 31-201
- 2 "Gletschhorn" (SLM 2419/14) ex-FO 2; ex-VHX 31-204
- 3 Ex-BVZ 6 "Weisshorn" a HG2/3

Two of the 0-8-0 rack and adhesion tank locos from Vietnam were located, one, VHX 40-304 (SLM 2940/23) at a non-rail connected DFB works at Goldau together with three diesels and VHX 40-308 (SLM 3413/30) still mounted on its road trailer about 1 km. south of Schwyz station.

Furka-Oberalp Bahn (FO)

Work is well under way on the new tunnel under Disentis which will ease the gradient on the climb away to Acla from 9% to 7%.

The rack section between Grengiols and Lax has been removed.

Gornergrat Bahn (GGB)

The depot at Zermatt has been extended from 115 metres to 250 metres so that 28 of the 32 new units can be stored under cover when not in use.

Montreux-Glion-Naye (MGN)

Diesel Hm2/2 8 of the Brien Rothorn Bahn built in 1973 has been purchased and is in use on service trains

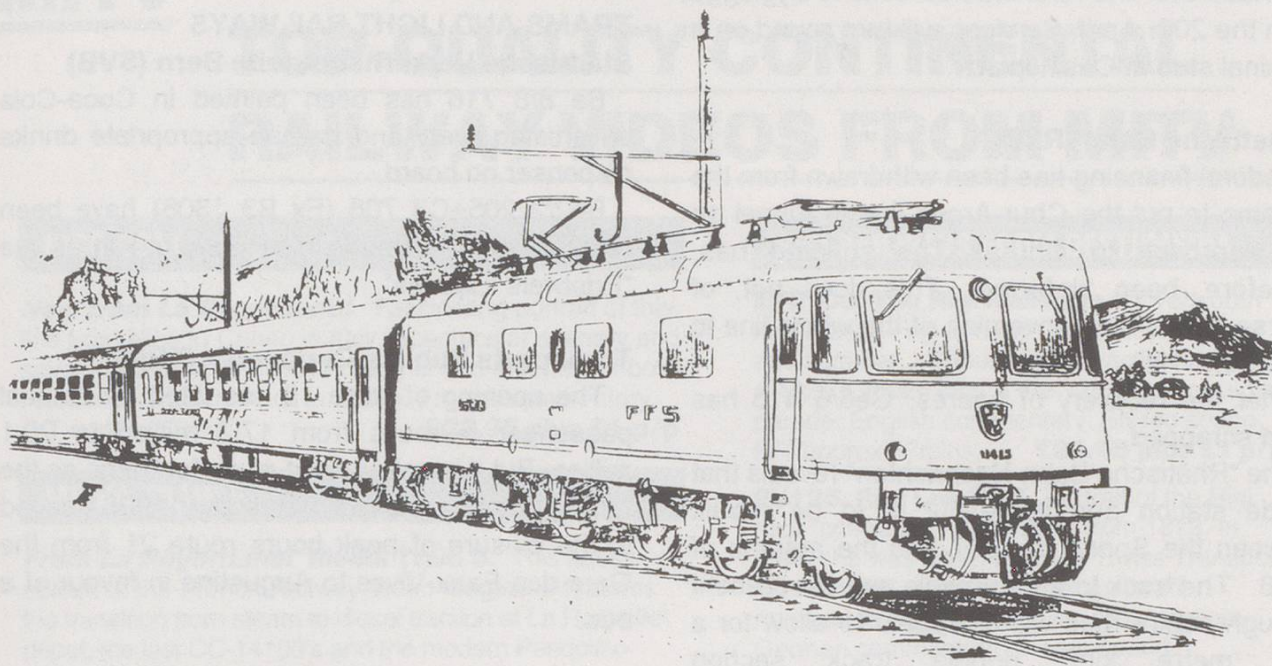
Nyon- St. Cergue-Morez (Nst.CM)

A standard gauge diesel shunter has been bought from Blumenau, Rapperswil (O & K built 1958) and is to be converted to metre gauge.

Regionalverkehr Bern-Solothurn (RBS)

The new line near Bleichenberg which replaced

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a long curved section, was opened to public service on 30 August 1996.

The 'Muritram' service, line G, will finally be extended over the Kirchenfeldbrücke to Zyglogge from the 20th April. Services will turn round on a terminal stub at Casinoplatz.

Rhaetische Bahn (RhB)

Federal financing has been withdrawn from the scheme to put the Chur-Arosa line in tunnel on the approach to Chur. The scheme has, therefore, been 'deferred'. This does not, of course, affect the conversion of the whole line to 11kv 16.7 Hz.

After the recovery of spares, Ge6/6 413 has been scrapped.

The "Rhätische Bahn Nachrichten" reveals that Preda station and its layout is to be rebuilt between the Spring of 1997 and the autumn of 1998. The track to the turntable and the present through centre road will disappear to allow for a 550 metre long double track section necessitating an extension of station limits toward Bergün. At the same time, an old bridge and underpass will be replaced and re-sited: an island platform will be built and access to trains across the running lines currently in practice, will cease. The extended track layout will enable the longer trains of today to be crossed and passenger loading will be safer and quicker.

As part of the upgrading required in association with the Vereina Tunnel, the overhead line equipment (OLE) in the Engadin is to be replaced after a life of no less than 83 years. The design is that of the Berliner Siemens-Schuckert Werke used for the electrification of the Hamburg-Blankensee line.

SWS built Postal vans Z91 and Z92 have been refurbished and have a new livery in connection with the new "Paketpost 2000" concept.

Restaurant car WR 3812 has been refurbished and repainted bearing the inscription "Gourmino Gräubunden".

Wengernalp Bahn (WAB)

Four low-floor Bdt are being ordered from Stadler AG to run with Bdhe4/4 119-124. (Drawing in this issue.)

Yverdon-St.Croix (YSt.C)

This railway's sole "Krokodil" has appeared in

its true colours. Ge4/4 21 has been repainted silver with a large double headed crocodile stretching from end to end.

TRAMS AND LIGHT RAILWAYS

Städtische Verkehrsbetriebe Bern (SVB)

Be 8/8 716 has been painted in Coca-Cola advertising livery and has an appropriate drinks dispenser on board.

Be2/2 205+C3 708 (Ex B3 1308) have been restored and painted in blue livery to run as the "Edelweis Express".

Transports Publics Genevoise (TPG)

The opening of route 13 has lifted the annual passenger journeys from 17.3 million to 20.1 million. But it is not all good news for trams as the route 16 opening on 29 September 1996 has led to the closure of peak hours route 21 from the Gare des Eaux-Vives to Augustins in favour of a bus.

Verkehrsbetrieb der Stadt Zürich (VBZ)

An order has been placed with the Züri-Tram consortium (Schindler Waggon AG; Fiat forrunning gear; Adtranz electrics) for six sets of "Cobra" low-floor trams with an option on another 11 the first of which is due for delivery in 1999. The 5 module Be5/6 units with five three-phase motors are only 35.2 metres long and can carry 103 passengers comparable with a pair of tram 2000 which are 43 metres long.

A detailed technical description, which includes the rather complicated running number system, is given on pages 497-501 of the "Schweizer Eisenbahn Review" 11/96.

Be4/6 1690 has been turned out with an experimental interior in which the seats (which are still wooden) are arranged in a face to face configuration. To make it stand out, it also carries a special livery.

PRESERVATION

Gruyere Fribourg Morat (GFM)

Fribourg tram No. 6 is being restored by the GFM for the centenary celebrations of the City's tramways in 1997.

Reiseburo Mittelthurgau (RMT)

The restored Churchill-Pfeil, RAe4/8 1028 carries the Reiseburo Mittelthurgau insignia and



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EV125. Rigi Lok No.7 Portrait of the Rigi rack "coffee pot" loco dating from 1873. In 1996 she was taken from the Swiss Transport Museum in Luzern and after restoration returned to Rigi Railways for active duties. German commentary. Stereo sound. R/T 40mins. **£19.95 plus £1 p/p**
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Vapeur Val-du-Travers (VVT)

The St. Sulpice preservation group has put a Polish 0-80T, type Tkp16, into service.

INDUSTRY

Swiss Locomotive and Machine Works, Winterthur (SLM)

A new concept in low cost multiple units was recently unveiled in model form. It is designed to meet a range of needs and can come in electric or diesel form. A standard 3 car set runs on six axles, 1(1+A0)(1+A0)1, and has an overall length of 41.75 metres. Boarding heights can be low-floor at 500mm. or high -floor at 1200mm. The electric version is likely to be about 2 tonnes heavier than the diesel at an estimated 50 tonnes tare and the four most commonly found AC and DC line currents can be catered for. Maximum speed of both versions would be 120 kmh.

Vevey Technologies SA

This company, currently owned by the Netherlands group, Begemann, is being sold to the German company DWA.

GENERAL

1997-1999 Timetable

Changes are examined in detail on pages 25-40 of "Eisenbahn Amateur" 1/97.

Verkehrshaus Luzern (VHS)

The Chinese QJ 2-10-2 2655 and FS Italia 1D1 E.431.037 have left the Verkehrshaus. It is understood that the Chinese loco has been sold to the Speyer museum in Germany. It left by road on 12 August 1996. It is not clear whether the FS loco will return when the re-arranged rail hall is re-opened on 22 March 1997.

Pratteln

Henkel et Cie AG are selling their 4 wheel diesel electric shunter, Stadler 131/1969.

Robert Aebi AG

This Regensdorf based loco and special vehicle builders, has been bought by SLM.

Stadler AG

Both the EBT and BLS are looking at the possibilities of using the low floor, low cost "Gelenktriebwagen" ABe2/6.

Steiermarkische Landesbahn-Weiz (St.LB) - Austria

Four ex-SBB coaches including a Bt have been put into service on a push and pull train.

New ICE Service

From the start of the summer timetable, ICE 78 "Limmatt" will leave Zürich at 0557 and arrive at Hamburg at 1322. ICE 79 leaves Kiel at 1333, Hamburg at 1436 and arrives Zürich at 2203.

The 241P at Vallorbe

241P 30 which has long been plinched in gardens way below the station, was moved to Vallorbe depot in August 1996 for restoration.

Noise

Swiss environmental laws have led to the development of a cost benefit index to identify the locations for sound barriers. Priorities will change with the introduction of rolling stock with a lower level of noise generation than older stock. Those interested are recommended to read an article in the November 1996 "Railway Gazette" International on pages 747-751

Cisalpino to Stuttgart

Plans are afoot for a Milan-Stuttgart service via Zürich to start with the summer timetable.

TEE Classics

A company of this name has been formed in Zurich to bring back 8 of the 12 remaining vehicles of the diesel TEE, Class Ram, operated by a Canadian company. The 8 vehicles are 4 powercars, 2 compartment coaches and 2 restaurant cars.

Channel Tunnel Loco to be named.

A Class 92 is to be named "Lötschberg" at Folkestone on 21 May.



Above: The ex Brienz Rothorn diesel seen here at the summit of Rochers de Naye with a service train taking water to the restaurant, now Hm2/2 4 of the Montreux-Territet-Glion-Rochers de Naye (MTGN) 6th December 1996.

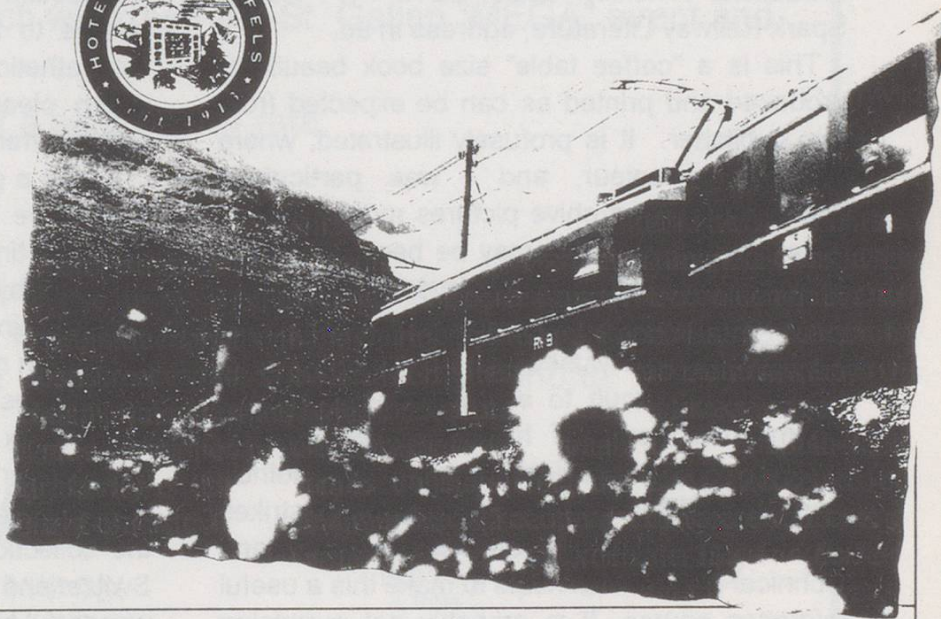
Photo: Les Heath

Fascination

RHAETIAN RAILWAY

It is really a very special landscape which presents itself to the natural lover. And it is also a very special adventure for every fan of railways. It is simply one of the most beautiful ways to travel through the Swiss mountains.

The Hotel Stolzenfels in Davos has organized for many years in cooperation with the Rhaetian Railway the popular train adventure weeks for its guests, the so-called "Fascination Rhaetian Railway". Would you like to share this fascination with us? Then please request our information on dates and prices from the address indicated below. We are already looking forward to welcoming you as our guest!



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