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Bernina TW 48 entered works train service as Xe4/4 23201 in gold livery during May; the former 2nd class compartment has been converted to transport materials with external doors provided.

Tm2/2 No.15 (built in 1957) has joined the growing fleet of Swiss stock at the CF de la Baie de Somme, while eight wooden-bodied bogie vans from the 54xx series have been sold to the Vivarais group at Lamastre for conversion to passenger stock.

TRAMS

Bernmobil

Route 6 has resumed operation in its entirety, with RBS Be4/10 units once more being allowed to work through from Zytglogge to Fischermatteli.

HISTORIC

SBB Historic

On 21st May, Ae6/6 No.11407 transferred stored stock from the old shed at Glarus to Brugg. This included two locomotives, Eb3/5 No. 5811 (resident since 1976) and Ae3/6I No.10650 (resident since 1993).

AB

Te2/2 No.49, built on the underframe of Sântisbahn Ce2/2 1 of 1912 in 1955, has been transferred to the AG 2 group for restoration in original condition as Ge2/2 No.49. With HG2/2 *Rosa* out of service with a failed boiler, heritage services on the Rorschach Heiden Bergbahn (RHB) section have been worked by 1930-built DZeh2/4 No.22.

BC

CGTE Fe4/4 No.151 has spent the summer in Genève for the 150th anniversary celebrations of that city's tramways, while SEG Mallet G2x2/2 No.105 went to the Harz network for the 125th anniversary of the first section of that network, joining the line's three existing Mallet locos and permitting double-headed specials

with Harz-resident sister locomotive 99 5906, both having been built for Feldbahn service in 1918.

BLS


An association of preservation groups are negotiating to take over the closed Huttwil – Sumiswald and Wasen i. E. – Sumiswald lines, with a view to reopening as a preserved line, possibly as early as 2013. Depots would be at Huttwil and Wasen.

SHIPPING

SGV

The new yacht *Saphir* was deployed on a new Vierwaldstättersee cruise itinerary in 2012, with seven daily trips taking just over an hour from Luzern (Piers 3 and 7), with a call at Kastanienbaum. The traditional cruise trips normally worked by the *Rütli* have been recast this year to permit their extension to Meggen; one unusual feature was that the mid-afternoon sailing started from the Verkehrshaus pier at 15.30, rather than coming right into Luzern.

With the 'Sunset Cruise' (19.12 ex Luzern) booked for a paddle steamer throughout the summer months, there was no afternoon short trip from Luzern to be covered by steam. However, during the autumn timetable the 09.12 sailing (the second paddle steamer working), also normally covered the 17.12 Luzern – Vitznau on weekdays, providing an agreeable teatime (and sunset) cruise when the working is turned over to steam.

On Monday 24th September, the SGV celebrated the 175th anniversary of the first paddle steamer entering service on the lake, by offering free travel throughout the day. A band provided entertainment on the *DS Stadt Luzern* for the 11.12 express sailing. *DS Uri* covered the 09.12 and 17.12 sailings, although the latter was not too well used. On Saturday 22nd September three paddle steamers (*DS Uri*, *DS Unterwalden* and *DS Gallia*) were scheduled for service, with *DS Stadt Luzern* on a charter – a very high provision for a low season workday. 


PLAN B John Jesson

BLS, Brig, Bözberg, Birsfelden, Baumschulbahn, Brugg and a few other letters – with pictures from Roger Ellis, Steve Tinsley, Boyd Misstear & from John

This article is dedicated to the memory of the young man who lost his life in the rock fall near Gurtellen.

The best-laid plans can go wrong. So it was for the little group that had planned to spend a couple of days on the Lötschberg north and south ramps, followed by 5 days on the Gotthard. As a result of the rock fall that blocked the Gotthard, the second part of the plan had to be re-calculated. The first part went as planned, Roger leading a group on walks on both the North and South Ramps of the Loetschberg. Being based at Erstfeld, we had ample opportunity to see how the SBB coped with bustitution during our travels. Really, they did well, although they had to be reminded that Erstfeld needs more than just an hourly S-Bahn service. Soon after the start of our stay, it was back to

half-hourly, a connecting shuttle running between Flüelen and Erstfeld. This was formed initially by a single RBe 4/4 railcar, but later was a 3-car NPZ. However, the station yard at Göschenen was never designed to cope with 7+ buses at one time, so got a bit crowded. MGB trains were using track 13 to allow free passage between the buses and the SBB and, most of the time, transferring passengers crossed the tracks to get to and from the island platform, rather than having to use the subway.

So, how did a half-dozen delinquents and layabouts – sorry, fine upstanding members of the SRS – pass the time. Obviously, a "Plan B" was needed and, by coincidence, the letter "B" featured prominently. This started with a trip to Brig and, more specifically, the north entrance of the Simplon tunnel, which is an easy 1km walk from Brig station, suggested by Boyd. A footpath climbs up... 

Editor's Note. This is the start of a long and very well illustrated article that would take-up over 1/3rd of an edition of Swiss Express unless it was subjected to severe editing. This is something that would have ruined the item, and not what I wanted to do. With the agreement of the author and the photographers we are placing the whole article on our website for those of you who have access to the Internet to enjoy. We hope to use some of the images in future editions of the magazine.