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EDITORS NOTEPAD

SBB

The Federal Railways are expected to complete a study in April into possible Pendolino tilting trains on routes Geneva-Bern-Milan and Mannheim-Milan.

SFr 100 million (about £40 million) is being spent on the Simplon Tunnel to complete the lowering of the track at the southern end by 100-150mm so that 4m high lorries can be carried through the tunnel on transporters. Achieving this greater clearance is assisted by the completion of trials at up to 160 kph of an aluminium conductor bar which will replace the existing overhead line equipment.

It is reported that plans to develop tri-current S-bahn style power cars for the Geneva and Basle areas have been suspended. It is understood that the 1500 DC line from Geneva to la Plaine will be worked by ex DB Am 4/4 diesel hydraulics.

Three locos of a new type have been ordered from Robert Aebi of Regensdorf. The Em 3/3 are intended for use for shunting and permanentway work and will be particularly useful on unelectrified sections or where power has had to be turned off. Numbered 831.000-002, they are due for delivery in September. The weight in working order will be 60 tonnes, the 900kw diesel will enable them to haul 800 tonnes on the flat or 320 tonnes on a 1 in 40 gradient. The maximum speed will be 80 kph - presumably not with 320 tonnes behind on 1 in 40!

Keisen station was closed on 1:11:98

The Talgo night sleeper will be extended to run between Barcelona and Zurich from 27:5:90, arriving Zurich at 09:13 and returning at 19:33.

Signals under the new system went into operation between Zurich Hardbrücke and Zurich Durchgangsbahnhof on 29.10.89.

The first of 12 Panorama coaches with windows curving upward beyond the normal cantilever position is due for delivery in May 1991.

60 side gangway compartment coaches of the UIC type are being rebuilt. They will resemble internally and externally the standard Mk IV.

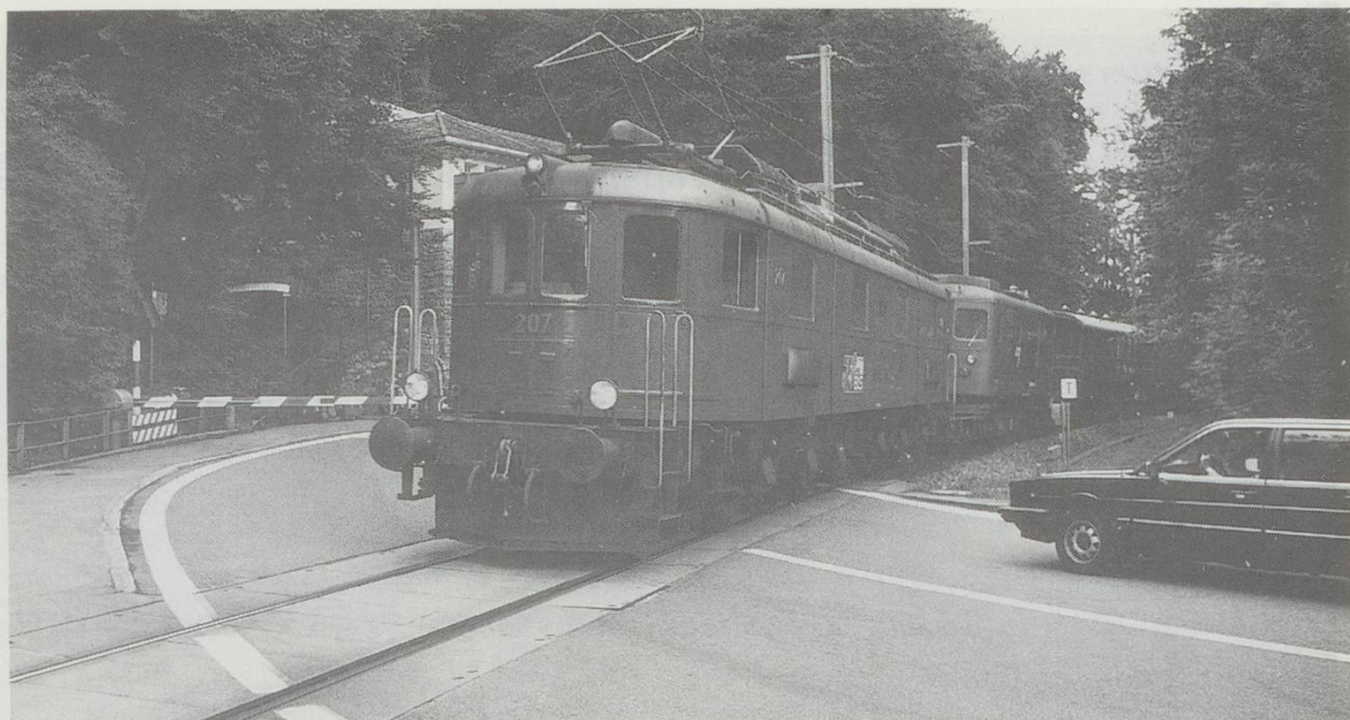
Re 6/6 11638, heading schnellzug 222 collided on the night of 15.2.90 with a work train in Saxon station. Three people died and twelve were seriously injured. The locomotive was severely damaged and has been taken to Bellinzona works where, among other things, a completely new body will be provided.

Most of the well known locomotive sheds at Erstfeld were destroyed by fire during the evening of 27.2.90. It was a night of very high winds and it is thought that the fire was started by a short circuit in the overhead line equipment. All locomotives were rescued by bringing them out at the traverser end by the workshops and only slight damage was reported to the stock.

Freight tonnage carried by the SBB continues to rise; 44 million tonnes in 1987, 48 million tonnes in 1988 and in 1989 the 50 million tonne mark was passed just before Christmas.

Frauenfeld station, at present one of the dwindling number of main line stations where one has to walk across the tracks to reach the trains, is to be rebuilt and new platforms are to be constructed for the half-hourly regular interval service. The bus station and the Frauenfeld-WilBahn will be moved closer to the station.

A record was set on the Gotthard on 28.11.89 when 127,000



BLS Ae6/8 taking CJ stock home from Rail-In '88 exhibition 22:8:88

Photo Peter Kloss

tonnes of freight was carried over the line.

From May 1990 the RABDe 8/16 Chiquitas will operate between Winterthur and Stein-am-Rhein.

SBB Brunig

The HGe 4/4 Class 101 now coming into service will be named as follows:

961	<i>Horw</i>	965	<i>Lungern</i>
962	<i>Hergeswil</i>	966	<i>Brunig-Hasliberg</i>
963	<i>Alpnach</i>	967	<i>Brienz</i>
964	<i>Sachsels</i>	968	<i>Ringgenberg</i>

They will carry the appropriate crests.

Weighing 64 tonnes, their permitted maximum speed is 100 kph on the flat, 40 kph uphill and 30 kph downhill. They can handle 400 tonnes on the level and 170 tonnes on a 1 in 8 gradient. In Spring 1990 they will enable the journey time between Interlaken and Lucerne to be cut to 1 hour 51 minutes.

Deh 4/6 915 suffered severe damage when in collision with a lorry on an ungated crossing near Giswil on 1.2.90

SBB Stock changes:

December 1989

New locos: Re 4/4 450 010-12; RBDDe 4/4 2164; HGe 4/4 101-963; Tm283000.

Withdrawn: Ae3/6' 10681

Sold to Furka-Oberalp HGe 4/4 1951-2

January 1990

New locos: Re 4/4 450-013; RBDDe 4/4 2165; HGe 4/4 101-964; XTm 91579

Withdrawn: BDe 4/4 1638; Tm' 420

February 1990

New locos: Re 4/4 450-014/5; RBDDe 4/4 2166

No withdrawals

BLS

It is understood that the BLS is considering the purchase of six to eight powerful mixed traffic locomotives capable of handling trains not only over the existing mountain section but also in the projected Lotschberg Basistunnel. They have also to be capable of high speeds on the new SBB sections. The class 460 Re 4/4s of the SBB look like front runners.

Ce 4/4 316 was withdrawn in March 1983 and used at Boningen works as a heating locomotive. During the reconstruction of the works there was no work for her, she was given a refit and from 22.12.89 she had been in regular work. Her usual haunt appears to be the Gurbetal.

De 4/4 has been a familiar sight at Interlaken Ost where, since 1985 it has done a little light shunting punctuated by occasional trips to Boningen. In December 1989 it was turned out at Spiez works and is now at Zweisimmen as a heating locomotive.

Sudostbahn (SOB)

The SOB is to double its line from Samstagen to Biberbrugg by 1992

Rhaetischebahn (RhB)

Six Ge 4/4''' locomotives Nos 641-646 have been ordered for delivery by 1992. Fifteen to twenty additional locomotives will be required for working the Arosa line, when this is converted to AC working, and to work the new services through the Verenia Tunnel to the Egandine.

To assist in the construction of the Vereina Tunnel, three locomotives and 10 side tipping wagons are being obtained. A 400 HP diesel-hydraulic is coming from the Brohitalban in Germany and will be classified Gm 4/4 241. Two 790 HP diesel hydraulics have been ordered from Kalble-Gmeinder of Mosbach, Germany and will be Gm 4/4 242 /243.

Five new Tm 2/2 heavy shunting locomotives are on order for delivery beginning April 1990. With a power output of 336 kw, they will be fitted with the DB (German Federal Railways) system of radio control and numbered 85-89.

17 flat wagons for timber traffic are to be purchased.

Brig-Visp-Zermatt (BVZ)

Delivery is expected during May 1990 of the new HGe 4/4'' locomotives Nos 1-5.

Montreux Oberland Bernoise (MOB)

In 1992 the stock will be increased by 6 new coaches and 16 Rollbocke. At the same time, delivery is expected of four dual current GDe 4/4'' locomotives to operate on 900 v DC and 15 kv AC between Montreux and Meiringen.

Jungfraubahn (JB)

The JB has ordered four BDhe 4/8 sets from Winterthur for delivery in 1992.

Martigny-Chatelard (MC)

The MC plans to operate two direct trains from Martigny to the end of the metre gauge at St.Gervaise (France).



Vallorcine station, the upper terminus of the Martigny-Châtalard, with SNCF automotrice at right.

Photo Alan Pike

Aigle-Sepey-Diablerets (ASD)

Despite modernisation, continuing losses have revived discussion of replacing the rail service by buses. It is not without significance that the road has been improved but whilst speeding skiers to les Diablerets, the source of much business for the ASD, it has done little to improve access in the valleys and to le Sepey in particular.

The old railcars ABDe 4/4 Nos 3 and 12 have gone to the Chemin de fer de la Mure.

Monte Generoso (MG)

This railway will, from the new timetable in May, once again operate from the lakeside 'station' Capolago Lago.

Lausanne-Echallens-Bercher (LEB)

This metre gauge line is to extend its tracks 813 metres towards Lausanne Flon

Tramway du Sud-Ouest, Lausanne

One of the first Bem 4/6 for this new line was hauled by Ae 3/6^{'''} 10266 to Chavornay for trials. The Orbe-Chavornay line was the only suitable standard gauge DC line in Switzerland. This new urban railway is due to open early in 1991.

Basel Transport

The first of 26 new Be 4/6 low-floor trams have been delivered by Schindler of Prattelen. Running numbers are to be 659-686

STEAM NEWS

After a break of 18 years A3/5 No. 705 will be working the following special trains in West Switzerland during September:

1.9.90	<i>Biel-Lausanne-Geneva-Lausanne</i>
2.9.90	<i>Lausanne-Vallorbe-Lausanne</i>
8.9.90	<i>Lausanne-Sion-Lausanne</i>
9.9.90	<i>Lausanne-Fribourg-Bern</i>
22.9.90	<i>Bern-Biel-Grenchen Nord-Biel</i>
23.9.90	<i>Biel-la Chaux de Fonds-Biel</i>
28.9.90	<i>Biel-Sonceboz-Delemont-Basel</i>
30.9.90	<i>Basel-Delemont-Sonceboz-Biel</i>

It is also expected that a 3/5 No 705 will be present at the opening of the new station at Lucerne on 5.2.91. (At last, we have a date!)

Ec 2/5 *Gent*, the oldest Swiss locomotive still in existence has been restored to working order at Biel and ran trials in the works yard on 16.2.90

Switzerland/France

The line between Evian les Bains and Bouveret is only open for freight but a preservation group now operates the *Rive Bleu Express*. It will run during 1990 as below:

STEAM: 12th and 15th June and Sundays from July to September.

DIESEL: 8th and 22nd June; 13th 14th and 27th July; 10th and 24th August; 6th and 21st September.



HOTEL RESTAURANT

CH 3718 KANDERSTEG

Peter and Agnes would like to take this opportunity to congratulate the Swiss Railway Society, on the occasion of its 10th anniversary year. We look forward to welcoming both previous and new patrons, to our hotel set in one of the most delightful parts of the country. A high degree of hospitality as well as good food from our excellent restaurant awaits all visitors. The hotel is situated just a 5 minute walk from the station. We will gladly send you full details of facilities and prices.

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