

Every 30th regional train to be cut : so ran the headline in the Tages Anzeiger on 17 June 1993

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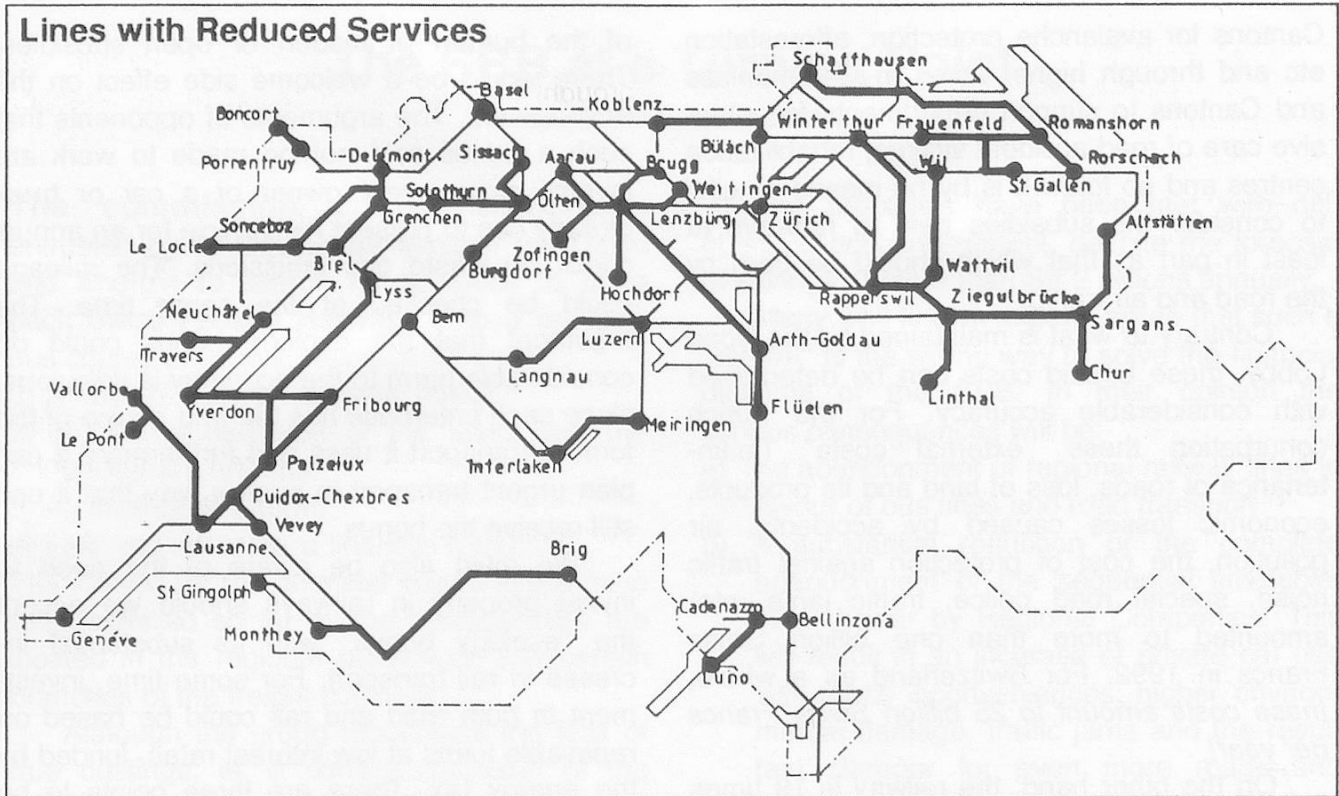
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Lines with Reduced Services



Every 30th Regional Train to be Cut So ran the headline in the *Tages Anzeiger* on 17 June 1993.

One of the first consequences of the emptying the coffers of the Swiss Treasury has been the demand for savings of Sfr. 25 million in 1994 and Sfr. 70-100 million in 1995.

Reductions in local train services will bear the brunt of this. It is expected that, with the start of the new timetables in May 1994, the following services will be turned over to buses, not necessarily those of the PTT:

- Monthey - St Gingolph
- Flüelen - Göschenen
- Airolo - Bellinzona
- Laufenberg - Koblenz.

Lyss - Solothurn is also at high risk.

This will create savings of about SFr. 16 million and another SFr. 9 million annually will flow from reductions in the level of local services on other lines.

Worse is to come in 1995. While the conurbations of Basel, Bern and Zürich will escape, elsewhere more bus substitutions can be expected. Regular-interval local services are likely to be reduced to two-hourly frequency but, for the present, at least one train an hour will run before 07:00 and after 21:30.

Hourly Taktfahrplan services will no longer apply on the following routes:

Zürich district

Koblenz - Bulach; Rapperswil - Linthal; Winterthur - Bauma - Rapperswil; Schaffhausen - Rorschach; Frauenfeld - Romanshorn; St.Gallen - Weinfelden; Wil - Wattwil - Rapperswil; Altstätten - Sargans and Zieglebrücke - Sargans - Chur.

Luzern district

Solothurn - Olten; Burgdorf - Olten; Langnau - Wolhausen; Interlaken - Meiringen; Olten - Laufelfingen - Sissach; Aarau - Zolfigen; Aarau - Lenzburg - Wettingen; Hochdorf - Lenzburg; Arth-Goldau - Flüelen; Brugg - Lenzburg - Arth-Goldau and Cadenazzo - Luino.

Bern district

Monthey - Sion - Brig; Vevey - Puidoux-Chexbres; Lausanne - Vallorbe - Le Pont; Yverdon - Neuchâtel; Neuchâtel - Travers; La Chaux-de-Fonds - Le Locle; Sonceboz - La Chaux-de-Fonds; Sonceboz - Moutier - Delémont; Biel - Grenchen Nord; Porrentruy - Boncourt; Palezieux - Fribourg; Lausanne -

Lyss and Yverdon - Fribourg.

The accompanying map shows where the axe will fall.

Saving will also be effected by further reductions in "on train" staff and by increasing the number of unstaffed stations and halts as well as reducing the length of trains. More line closures to passengers cannot be discounted.

A report in *Railway Gazette International* says that the *Groupe de Reflexion* final report, published in June also has led to discussion of the possibility of handing regional lines to private operators or locally funded operators but an arrangement whereby local authorities specify the services and fund them is more likely.

Now where have we heard all this before?

I am indebted to Richard Pinner who brought the newspaper report to my attention. Any errors in interpretation and translation are however, mine.

A.J.Pike

The SBB at a Turning Point

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commission, in all its "wisdom" will agree to open these feeder lines to normal traffic. Finally, we still have in Switzerland the right to decide by referendum whether we want to abandon a substantial part of our railway system or not. Nevertheless the Swiss Federal Railways are truly at a turning point in their history, should this "reform" be carried out.

Questionnaire Results

The summary of the 1993 renewal response.

The final tally of the annual questionnaire when 412 renewals had been received produced no great surprises. For the third year running, John Jesson's Signalling articles topped the poll by a handsome margin, with Giles Della Gana's Railway History feature just edging ahead of that perennial favourite, the Notepad. The Editor's personal favourite, our President's *The Doctor and the Inspection Car* came fourth, not very far behind with Gary Olson's *Furka Oberalp* fifth. John Jesson also featured in sixth place with his article on the Gotthard Trams then, ignoring the diffuse voting for assorted news items and travelogues and returning to specifics, Alan Pike's *Pilatusbahn* series came seventh.

Placings for the contents are:

Prototype articles	365 (462)
Prototype news items	342 (425)
Manufacturer's information	334 (274)
Travelogue	267 (323)
Modelling	219 (292)
Non-railway Transport	162 (138)
Advertising	111 (165)

This shows very little change from last year. (Figures for 1992 survey in brackets). The general feeling was that members want much of the same, with a little more emphasis on the BLS.

Eisenbahn Amateur 1994

At the 1993 Conference of the SVEA, to which our Society is affiliated, it was reluctantly agreed that the base price of *Eisenbahn Amateur* to clubs would have to rise by some 15%. The cover price has already been raised to SFr. 9. The Committee has been able to minimise the increase, but it must be remembered that the calculations have to take into account potential fluctuations in currency (usually against the Pound Sterling) and increasing postal charges from Switzerland to the members. However, it is considered that purchase of the magazine through the SRS scheme gives very good value for money.

An application form is enclosed with this copy of Swiss Express. Please send it in well before the due date as no late applications can be entertained. Remember, you cannot join the scheme part way through the year.

The Great Renumbering

Two private railway traction units were observed carrying computerised numbers in June 1993. Sudostbahn Am4/4 61 was seen on 16 June outshopped in orange livery as Am 846 641 and BLS tractor No.87 was seen on 14 June carrying its new number 235 087.