

# Tram Be 2/4 45

<b>Type</b>	Be 2/4	<b>Classification</b>	41-47
<b>Startup</b>	1902	<b>Total weight</b>	15,3 t
<b>Power</b>	2 x 36 kW	<b>Speed</b>	50 Km/h
<b>Lenght</b>	12,5 m	<b>Footing / axles</b>	6,5 m
<b>Places (sitting)</b>	30	<b>Places (standing)</b>	43
<b>Manufacturer:</b>			
<b>mechanical parts</b>	SWS	<b>electrical parts</b>	MFO

Trams 40 assembled on bogies are of purely suburban design, they ran exclusively during all their career on the route 5 Neuchâtel-Boudry (/Cortailod). They ensured the regular service besides there alone since 1902 until 1967.

From the fact that these trams could circulate in multiple units, it was not rare to meet a train made up of two, three cars (two trams and one trailer), or even five cars (two trams and three trailers) along the lake of Neuchâtel between Neuchâtel and Boudry.

It is interesting to still note that this material could not circulate downtown full, in particular in the loop named Tour-de-Ville, because of its great typically suburban scale. It is besides the reason for which route 5 did not borrow the famous loop Tour-de-Ville and turned simply around the statue De Pury, on the place of the same name.

The material of this series is put officially except service in 1981, year of delivery of the new regional train called « Littorail ».

The unit 45, preserved by the ANAT, is currently stored inside an old handing-over CFF of Le Locle. It waits to be able one day to furrow again the tracks of route 5. Other cars were preserved in various museums; in particular to note the car 41, property of Chemin de fer du Vivarais, in Ardèche, in France, the car 43 with the Musée des transports at Lucerne, the car 44 integrated into the park of the Parisian museum of the AMTUIR with St-Mandé. the car 46 with a museum in Hannover in Germany and finally the car 47 in a depot of the French association near Lille, at the north of France.

# Tram Be 2/2 73

<b>Type</b>	Be 2/2	<b>Classification</b>	71-78 (79)
<b>Startup</b>	1921-28	<b>Total weight</b>	10,9 t
<b>Power</b>	2 x 51 kW	<b>Speed</b>	35 Km/h
<b>Lenght</b>	9,2 m	<b>Footing / axles</b>	3 m
<b>Places (sitting)</b>	20	<b>Places (standing)</b>	35
<b>Manufacturer:</b>			
<b>mechanical parts</b>	TN	<b>electrical parts</b>	BBC MFO

The trams 70 have primarily rolled during their career on the route 3 Neuchâtel-Corcelles, as well as on the route 4 between Neuchâtel and Valangin until 1949.

The tram 79, resulting from the transformation of the ex-tram 65 and endowed on this occasion with two engines of a power comparable with those of the series 70, that supplements the park of this series in 1948.

The trams 70 are put officially out of use at the conversion of the route 3 into a service with trolley-buses in 1976.

The tram 73, is preserved by the ANAT, and circulates again as a historical tram on the route 5 Neuchâtel-Boudry since 1994. Other cars of the series were preserved in various museums; to note in particular the tram 74 who circulates regularly in Lille suburb in France, exploited by association AMITRAM, the tram 76 is preserved to the Chemin de fer Blonay-Chamby near Montreux, the tram 78 is to the shelter in the Parisian museum of the AMTUIR to St-Mandé and the tram 72 is preserved outside, and is in bad condition, in the agglomeration of Los Angeles, in the United States.

# Tram Be 4/4 83

<b>Type</b>	Be 4/4	<b>Classification</b>	81-83
<b>Startup</b>	1947	<b>Total weight</b>	13,2 t
<b>Power</b>	4 x 36 kW	<b>Speed</b>	60 Km/h
<b>Lenght</b>	12,2 m	<b>Footing / axles</b>	5,6 m
<b>Places (sitting)</b>	26	<b>Places (standing)</b>	39
<b>Manufacturer:</b>			
<b>mechanical parts</b>	SIG	<b>electrical parts</b>	SAAS

Type UST II, i.e. bidirectional with four doors at each side, these three trams were in fact the prototypes, which did not have a continuation on other Swiss or foreign networks.

At the origin, they are conceived to circulate in multiple units; this system was unfortunately never used in regular exploitation, because of various technical problems.

Since their startup in 1947 until 1957, trams 80 circulate primarily on route 1 between Neuchâtel and Saint-Blaise; they have often one or two trailers, thus making it possible to increase the capacity of the route.

Where as the route of Saint-Blaise is exploited by trolley-bus since 1957, trams 80 are assigned to the route 3 Neuchâtel-Corcelles until 1976. However, because of their weak adherent weight on the high declivity of route 3 (67 ‰), they circulate primarily in solo, thus ensuring circulations for reinforcement the hours of strong traffic.

Once again, trams 80 are downgraded by trolley buses in 1976. They have transformations for circulation on the suburban route 5, connecting Neuchâtel to Boudry/Cortailod. They are in particular deprived of publicity on the roof and they are equipped with the system with safety and automatic stopping for the trains; the suspensions are also reinforced.

Tram 81, become 581, is then demolished at the end of the year 1986, whereas the two other units of the series are definitively put except service in 1988 at the arrival of the additional trams Littorail 505 and 506.

Tram 582 is then recovered by the Swiss museum of Transportation of Lucerne; today, it is in a static railway museum in Germany (Eastern part). The unit 583 is in handing-over ANAT of the deposit of Le Locle.

# Trailer B2i 1

<b>Type</b>	B2i	<b>Classification</b>	1-6
<b>Startup</b>	1894-95	<b>Total weight</b>	1,8 t
<b>Power</b>	-	<b>Speed</b>	-
<b>Lenght</b>	5,5 m	<b>Footing / axles</b>	1,5 m
<b>Places (sitting)</b>	12	<b>Places (standing)</b>	12
<b>Manufacturer:</b>			
<b>mechanical parts</b>	SIG	<b>electrical parts</b>	-

Trailers 1-6 are used as horse-drawn tram, between Neuchâtel and Saint-Blaise, between 1894 and 1897, following the bad results in the tests of the tram with gas.

From 1897, they are then integrated in the electric convoys. They are particularly appreciated on the routes with declivity, in particular on the route 7 Neuchâtel- La Coudre, tractor drawn by the trams of series 60, until 1964.

1964 are the year of the retirement for the four remaining trailers of the series. However, none will finish in the scrap merchant.

Even if it actually acted of trailer 5 (cf notices above), trailer 101 then took again its number of origin 1, it was preserved by the TN like historical vehicle. It since 1994 is integrated into the composition <> of the route 5 Neuchâtel- Boudry, tractor drawn by the tram 73, property of the ANAT. The trailer 102, also become again 2, is in the collection of museum AMTUIR, in the Paris area.

To still note trailers 103 and 104 are properties of Chemin de fer du Haut-Rhin, in the department of Isère, in France, they circulate tractor drawn by power trolleys diesels, on a way with spacing of 60 cm. Trailer 103 is always in yellow of Neuchâtel, while unit 104 is of green color, due to its participation in 1965 to a historical procession of the trams of Bienne.

## Notice:

Trailers 101 and 104 were destroyed in the fire of the deposit of St-Blaise, in 1920.

Thus, unit 106 became 104, and the unit 105 then called 101.

# Trailer B 112

<b>Type</b>	B	<b>Classification</b>	111-114
<b>Startup</b>	1902	<b>Total weight</b>	11,5 t
<b>Power</b>	-	<b>Speed</b>	-
<b>Lenght</b>	12,5 m	<b>Footing / axles</b>	6,5 m
<b>Places (sitting)</b>	30	<b>Places (standing)</b>	47
<b>Manufacturer:</b>			
<b>mechanical parts</b>	SWS	<b>electrical parts</b>	-

Trailers 110, of large gauge, conceived for regional routes with vocation, are associated exclusively with the trams of series 40. They circulate thus during all their career on the route 5 Neuchâtel- Boudry (/Cortailod). It was not rare to see circulating on this route compositions of three elements, made of two trams and one trailer, and even trains of five elements, formed with two trams and three trailers. Trailers 110 are officially put except service at modernization of route 5, and the startup of the new material of the type <<Littorail>>, in 1981.

Trailer 112, preserved by the ANAT, is currently stored inside an old handing-over CFF of Le Locle. It waits to be able one day to again furrow the tracks or route 5, tractor drawn proudly by tram 45. Other units of the series were preserved in various museums; in particular to note trailer 111 preserved in company of tram 44, in the museum AMTUIR, in the Paris area, trailer 113 in a museum in Hannover, in Germany, with tram 46 and finally trailer 114, property of Chemin de fer du Vivarais, in Ardèche, in France, preserved with tram 41.

## Notice:

Trailer 113 is transformed into car-refreshment bar, in 1975. The benches are then replaced by individual seats with tables.

It was in particular used as refreshment bar, with the organized celebration in Corcelles, in 1976, at the time of the outage of the trams on route 3. For the small history, it was certainly the only time of the history which a standard vehicle 40/ 110 borrowed the purely urban route of Corcelles !

# Trailer B2 143

<b>Type</b>	B2	<b>Classification</b>	141-149
<b>Startup</b>	1914-28	<b>Total weight</b>	4,4 t
<b>Power</b>	-	<b>Speed</b>	-
<b>Lenght</b>	8,5 m	<b>Footing / axles</b>	3 m
<b>Places (sitting)</b>	18	<b>Places (standing)</b>	39
<b>Manufacturer:</b>			
<b>mechanical parts</b>	TN	<b>electrical parts</b>	-

Trailers 140 primarily rolled during their career on the routes with high declivity, namely the routes 3 Neuchâtel-Corcelles and 4 Neuchâtel-Valangin until 1949, tractor drawn by powerful trams 70. However, one could also see them on the route with low declivity 1 Neuchâtel - Saint-Blaise until 1957, tractor drawn by less powerful trams like those of serie 30. The convoys of route 1 were even quite often composed with two trailers. Trailers 140 are officially put except service at conversion of route 3 into exploitation by trolley-bus in 1976.

Trailer 143, preserved by the ANAT, circulates again inside the historical composition on the route 5 Neuchâtel-Boudry, since 1994. Other units of the series were preserved in various museums; in particular to note the trailers 141, 142 and 144, who circulate during the beautiful season on the tourist railroad of Saint-Eutrope, in the Parisian suburbs. The track spacing had certainly to be adapted, since they roll in their new vacation resort on a way to spacing of 60 cm.

One can still announce trailer 145, preserved on the network of Darmstadt, close to Frankfurt-am-Main, in Germany, and trailer 148, which remains motionless in the deposit of the association AMITRAM, which uses tram 74 fully, in the suburbs of Lille, in France.

## Notice:

The trailers described here result from transformations of the electric trams, in order 11, 12, 13, 15, 17, 26, 24, 22 and 25, built in 1897-98. The other units of the same type were destroyed in the fire of the deposit of Saint-Blaise, in 1920. A modernization of the body took place for every unit of the series, between 1949 and 1954.

# Tram Be 4/6 1102

<b>Type</b>	Be 4/6	<b>Classification</b>	1101–1104
<b>Startup</b>	1967–68	<b>Total weight</b>	26 t
<b>Power</b>	4 x 44 kW*	<b>Speed</b>	60 Km/h
<b>Lenght</b>	20,6 m	<b>Footing / axles</b>	15,7 m
<b>Places (sitting)</b>	40	<b>Places (standing)</b>	120
<b>Manufacturer:</b>			
<b>mechanical parts</b>	Breda (I)	<b>electrical parts</b>	TIBB BBC*
	* 1101 :	4 x 33 kW	
	* 1101 :	Ansaldo	

Built during the war, in 1942, the articulated trams 1101–1104 are integrated into the park of the trams of the town of Genoa in Italy. Their livery are traditional Italian, namely green–dark green, they strongly comprise a body resembling that of trams 900 without an articulation.

Being given their great capacity, they ensure in Genoa primarily services at the hours of strong traffic.

To still note that these machines have an enough advanced technique for their age, in particular an ordering of walk to five notches being carried out automatically by means of relay or the presence of four distinct brakes: hand brake, electric, magnetic on tracks and compressed–air.

With the suppression of the network of the Genoan trams, the TN then make the acquisition of the four articulated trams for the exploitation of route 5 between Neuchâtel and Boudry.

Trams 1101–1104 have an important revision just after their arrival in Switzerland, in particular of the transformations on the level of the body (windows particularly), the installation of a new heating system, as well as a yellow and green livery. To note however that the tram 1104 circulated with a green Italian livery for one probation period.

In Neuchâtel, the trams 1101–1104 (591–594 since 1980) replace trams 40 built in 1902 from regular service on the principal route Neuchâtel–Boudry, since 1967.

Circulating exclusively on route 5 from their suburban character, these articulated trams are in their turn replaced in 1981, with the arrival of the new material named Littorail. However, they are still equipped in 1981 with safety and the automatic stopping device of the trains, as well as radio.

Tram 591 is demolished in 1982, tram 593 and 594 respectively in 1987 and 1988. As for the unit 592, it is preserved outside, near handing–over ANAT of Le Locle until 1993, year of its demolition being given its too bad condition.

# Tram Be 2/2 33

<b>Type</b>	Be 2/2	<b>Classification</b>	31-40
<b>Startup</b>	1901	<b>Total weight</b>	10,5 t
<b>Power</b>	2 x 33 kW	<b>Speed</b>	40 Km/h
<b>Lenght</b>	8,9 m	<b>Footing / axles</b>	3 m
<b>Places (sitting)</b>	20	<b>Places (standing)</b>	25
<b>Manufacturer:</b>			
<b>mechanical parts</b>	SIG	<b>electrical parts</b>	MFO

Trams 30, relatively not very powerful, ran on all the routes of the network, although they were rather allotted to the routes with low declivity like the route 1 Neuchâtel – Saint-Blaise. It is besides on this route 1 that the units 34– 40 finish their career in 1957, at the time when the trolley-bus replaces the tram. The first three units 31– 33 were still used until 1964, primarily for the shuttle service downtown– railway station (route 6). Exceptionally they ran also on the route 5 during the annual wine celebration, until 1966.

In the chapter of the transformations, tram 34 made a great revision on the level of its body between 1918 and 1926; the other units of the series have in their turn undergone the same fate between 1948 and 1952. It should be also noted that the trams 30 received more powerful engines with the passing of years, and a broader footing between the axles.

The unit 33 is yielded to the railroad museum Chemin de fer du Blonay– Chamby, in 1967. It will return to Neuchâtel, in 1976, where it will become property of the ANAT. For lack of place, in 1986, the ANAT unfortunately had to separate from its first vehicle acquired at the time of its foundation; tram 33 was finally demolished.

The other vehicles of the series were demolished between 1955 and 1966.

# Trolley-bus Saurer 2

<b>Type</b>	3TP 42a	<b>Classification</b>	1-3
<b>Startup</b>	1940	<b>Total weight</b>	6,1 t
<b>Power</b>	1 x 48 kW	<b>Speed</b>	45 Km/h
<b>Lenght</b>	8 m	<b>Footing / axles</b>	4,2 m
<b>Places (sitting)</b>	16	<b>Places (standing)</b>	34
<b>Manufacturer:</b>			
<b>mechanical parts</b>	Saurer	<b>electrical parts</b>	BBC
<b>Bodywork</b>	Eggli		

The first trolley-buses of Neuchâtel were delivered in 1940, in order to be able to replace the trams on the route 2 Neuchâtel Place Pury- Serrières. They are the trolley-buses 1-3, of small capacity, which make it possible to ensure with more flexibility a service knowing a relatively weak traffic. The startup of this future transportation mode also makes it possible to avoid important work of renewal of tracks.

Trolley-buses 1-3 also ensure the service on the route of Saint Blaise, since 1957, in particular in peak period. However, they do not exploit any other route, because of their too low power in the declivities.

Trolley-buses 1-3 are put out of service in 1969; the unit 2 is preserved like historical vehicle, initially by the TN, then by the ANAT. It will be unfortunately demolished in 1986, for lack of place, when the old deposit of trams in Corcelles was sold by the communal authorities.

# Be 4/4 501-506

<b>Type</b>	Be 4/4	<b>Classification</b>	501-506
<b>Startup</b>	1981-88	<b>Total weight</b>	18,5 t
<b>Power</b>	2 x 101 kW	<b>Speed</b>	75 Km/h
<b>Lenght</b>	18,38 m	<b>Footing / axles</b>	11 m
<b>Places (sitting)</b>	42	<b>Places (standing)</b>	65
<b>Manufacturer:</b>			
<b>mechanical parts</b>	Schlieren * * 505-6 : Schindler	<b>electrical parts</b>	BBC

The year 1981 is a stage of important modernization of route 5 connecting Neuchâtel to Boudry. Indeed, it is this year that the route passed from a statute of tram line to a statute of regional train line. An automatic block of line equips the route from Neuchâtel to Boudry, it prohibits the circulation of two distinct convoys in the same canton, subdivision of the block between the principal stations. This additional safety allows the circulation of the convoys speeds being able to reach 75 km/h.

With the occasion of this modernization, the Littorail material was brought into service, it comprises a larger gauge, worthy of a genuine suburban train to frequent stops. This material is composed into 1981 of four motorized cars Be 4/4 501-504 and four car-pilots (unmotorized but with one driver cabin) Bt 551-554. It is possible to form compositions of two elements (one tram and one car-pilot or two motorized cars) or compositions of three elements (two trams and one car-pilot), the automatic block does not allow the regular circulation of larger compositions. In 1988 two additional trams Littorail 505 and 506 quite identical to their colleagues of 1981.

The Littorail motorized cars carry armorial bearings of the communes served by route 5 : 501 Boudry, 502 Auvèrnier, 503 Colombier, 504 Cortaillod, 505 and 506 Neuchâtel.