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INTERNATIONAL

Loadings on the Freiburg im Breisgau – Novara RAlpin services have been patchy; while the midday northbound service was observed at Spiez on 20th September with only one lorry, the overnight workings have been described as “turning Spiez into a lorry park” when calling there. The service uses one Re465 north of Spiez, with a second Re465 attached south of Spiez. The published figures for the first two months showed a daytime loading factor of 74%, with nighttime loadings rising to 94%; however, there has been a 16% drop on the Gotthard routes.

↔ SBB CFF FFS

While the RABDe500 units were out of service for bogie repairs, they were replaced over the Zürich – Biel – Lausanne leg by six 13 coach formations (formed 1 D, 4 A, 8 B), one of which was an all-green EW I set and another all green except for the luggage van. Re460 and Re6/6 from SBB Cargo provided motive power. Between Zürich and St Gallen, an extra EW IV Pendelzug formation joined the two sets already in use in this area. On the first day, substitute services included three Colibri in multiple, also a pair of RBe 540 pendel sets from Zürich. Unsurprisingly, schedules were not kept. The joint venture between the SBB and MThB to run East Switzerland regional services will be known as “Turbo AG”, from Thurgau and Bodensee. SBB Cargo has ordered 10 locomotives from Bombardier to the DB Class 185 design, officially to replace the ten Re465 “hired” from the BLS. They are due to be delivered between February 2002 and Summer 2002. Their main duties will involve the north/south freight trains via the Gotthard. The SBB has allocated its existing 726 stations to three categories; “Station” – where major trains stop, “Station Shop”, served by up to Regio Express services, and “Regional Station”, served by local services only. It is intended to modify the “Regional Stations” to a standardised, modular design, which will replace existing station structures. Features would include touch screen ticket dispensers, real time train information, increased car parking and bike storage facilities and high platforms where appropriate. Some of these features will be trialled at Gelterkinden and Murten stations.

NOTEPAD



SBB 460 084 has been seriously damaged in an electrical fire at Nyon (09.10.01 train 637). At this time it is not certain if the loco will be repaired.

Work started in September on heavy repairs to the Gotthard rail tunnel. Four kilometres of the 15 kilometre long tunnel was reduced to single track with an 80 kph speed limit; while this overhaul is taking place, the Gotthard line IR services were not stopping at Faido.

Following the tragic fire in the Gotthard Road Tunnel on Wednesday 24th October, two BLS car carrier sets were transferred to Göschenen, taking up working on 25th October. This provides capacity for 70 cars per hour through the tunnel; lorries will be diverted to the existing RAlpin Hupac services. Initially running at hourly intervals during off peak periods only, it was planned to increase the service to hourly throughout the day from mid November by stopping the Gotthard tunnel reconstruction project.

BLS Lötschbergbahn

The BLS has appointed a new board member and chief for the Passenger Division. Her name is Anna Barbara Remund. Frau Remund is 37 and has an impressive number of qualifications. Her background is in Forestry Management with a slant towards enterprise and its maximisation. The remit in her new post includes adding the shipping and



road transport sections to the portfolio and the successful introduction of the changes being brought about by the new arrangement with SBB. This most obviously involves the large increase in operation on the Bern S-Bahn.

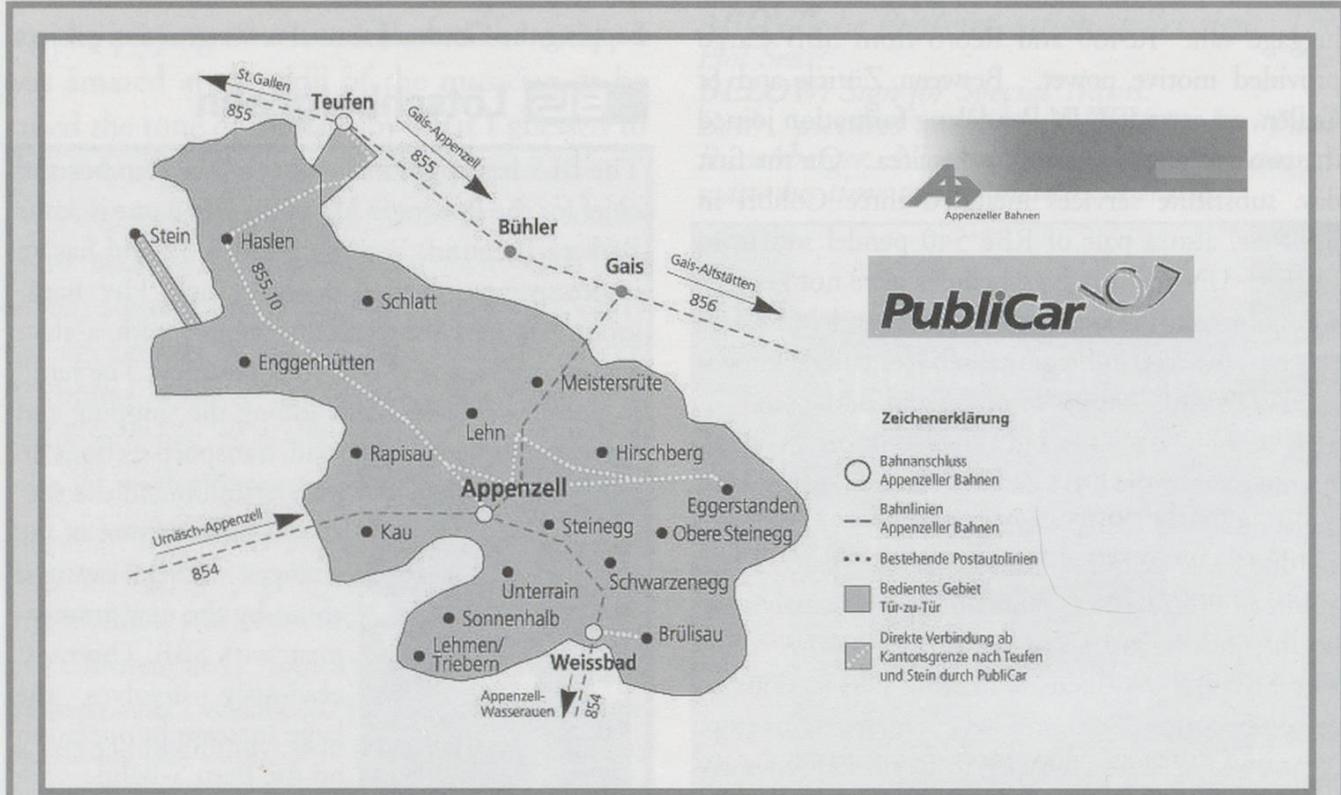
A number of the BLS owned EW IV coaches used on the Brig – Basel / Interlaken IC service now carry advertising sponsored by Valais Tourism.

The Kander River bridge at Einigen (between Spiez and Thun) is being renewed, with single line working in place.

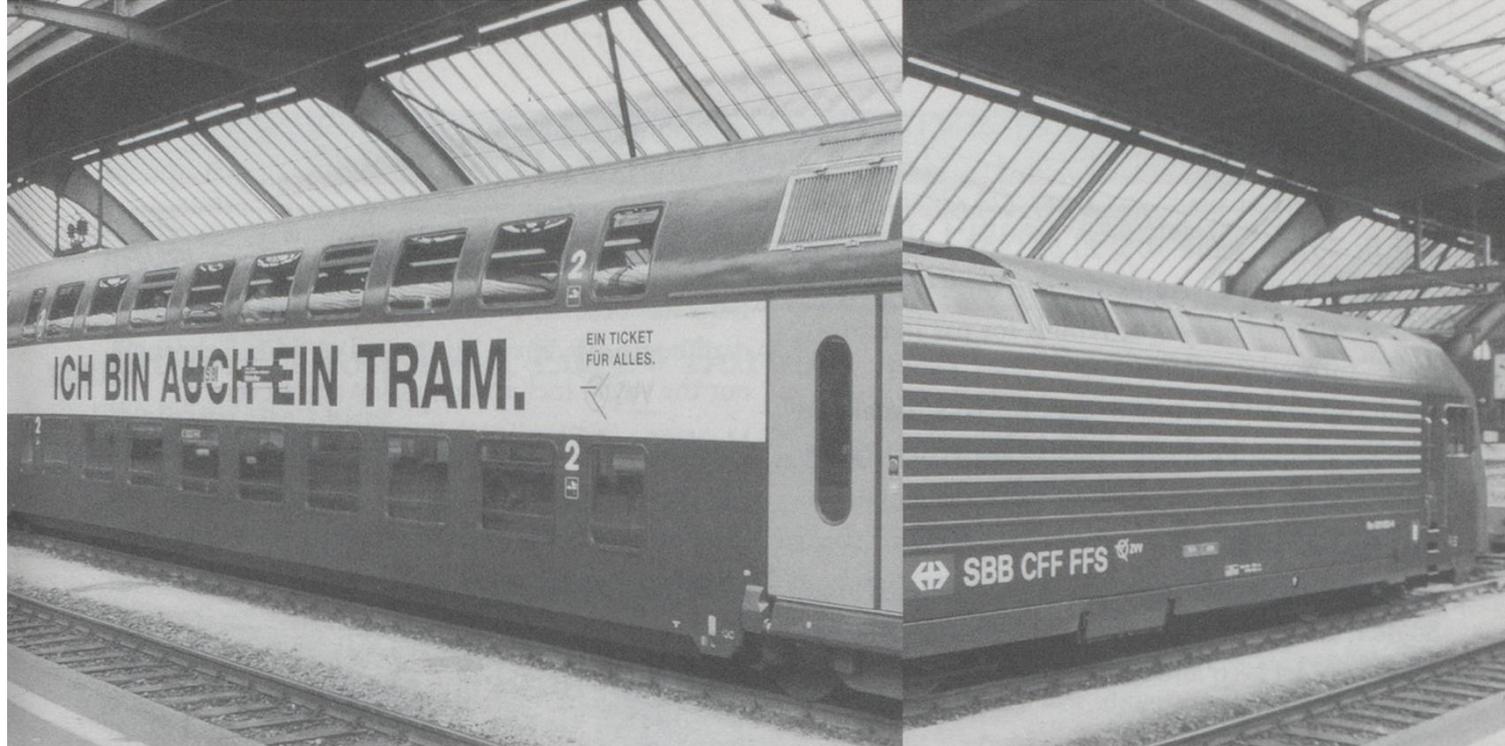
Relatively few classic locomotive hauled passenger trains remain on the BLS system. Re4/4's and con-



An interesting sequence showing the versatility of the average Zürich S-Bahn unit. The idea is to emphasise the complete integration of all the transport modes under the control of the Zürich Tariff Control region. Seamless movement from one mode to another, rather like the UK . . . or perhaps not. It would have completed the look if the 450 had a banner proclaiming it to be a train, obvious possibly but I like the idea. Ron Smith took the photographs in Zürich Hbf during September 2001.



A new transport initiative in Appenzell has been set up called PubliCar. Operated by Postauto St Gallen-Appenzell in partnership with the AB and the Appenzeller Volksfreund, a local newspaper, it offers a door-to-door service in conjunction with train arrivals. Buses operate on roughly predetermined routes and are diverted for the door-to-door service, which is of course available both to and from stations or towns, using a freephone number. A surcharge of SFr 3 applies to each ticket, although as always this can be reduced considerably with various cards and season tickets. Anyone can use it, but the surcharge always applies. Useful if you are going to a remote hotel in the region and have one of the travel tickets available.



ventional coaches can be found on some EC workings over the Lötschberg and on the Bern – Interlaken Ost business trains. There is one conventional Ae4/4 duty, on the Golden Pass Panoramic express between Interlaken Ost and Zweisimmen.

Ae8/8 273 and 275 continue to be regular performers on the Goppenstein and Blausee AlpTransit worksite services. When one is not available, a substitute “Ae8/8” is formed by using two Ae4/4’s in multiple. One of the Ae4/4’s is removed from its normal working on a Simmental *Pendelzug* set, being replaced by Be4/4 762.

A few of the 1950s and 1960s ABDe4/8 units remain in service around Spiez. ADBe 535 752 and 753 are regularly used on the Spiez – Reichenbach shuttle service, while ABDe 535 750 was seen substituting for the normal RBDe 565 unit on the Spiez – Interlaken Ost service on September 18th. Single-ended units ABDe4/8 748 and ABDe 535 749 have been coupled together to form a four-car unit, and can be found on the peak period Spiez – Frutigen shuttles.

The BLS “dragon” ship *Stadt Thun* was renamed *Fauchi* at Beatushöhlen (the dragon “Ponzo” allegedly lives in the nearby caves!) on September 1st. The rebranding has seen a rise of around 20% in passenger journeys! There were a large number of dragon-linked attractions around the Thunersee this summer, including the Beatenburg – Niederhorn funicular. (See the letters pages from more comments about this boat)

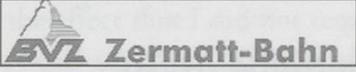
OTHER STANDARD GAUGE

 An ABe4/4 “Glaskasten” triebwagen has been acquired from the SOB for tunnel filming work and is stationed at Gänsbrunnen.

Transports Publics Fribourgeois (TPF)

A new formation for the Romont – Bulle section is a *Pendelzug* set comprising TPF Ae417 192 (ex DR class 142) and TRN (ex RVT) ABt 202. Unsurprisingly, this formation is frequently seen at the head of mixed trains!

METRE GAUGE

 H2/3 7 *Breithorn* returned to service on 28th July after a major overhaul, where she was fitted with a new boiler and converted from coal to oil firing. It will work with the BVZ’s “heritage” fleet, which contains AB(C) 2121 of 1906, B 2225 of 1926 (frame from C4 34 of 1890), Aussichtswagen B 2226 (built 2001 on a 1931 underframe) and bar car WR-S 2227, formerly RhB B2 2083 of 1910. As well as working public excursions on the BVZ, No. 7 ran from Zermatt to Findelbach on the GGB on 15th August. Work is well advanced on realigning the line through the Kipfen gorge between Kalpetran and St Niklaus.



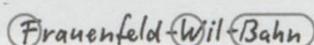
Abnormally heavy snowfall on September 17th caused an avalanche that blocked the line above Planalp.



With the arrival of GTW 2/6 railcars 631 to 634, unmodernised BDe4/4 602 and 605, and Bt 701-703 and 706, all of 1953 build, are to be sold to the Chemins de Fer du Provence in France where they will be rebuilt for use in a push-pull formation with ex CJ Gm4/4 508. Modernised BDe4/4 608 and Bt 705 remain in regular use on the Saingnégier – Glovelier section of the CJ.

Forchbahn (FB)

11 articulated Be4/6 units have been ordered from Stadler; these will replace the remaining 1959-1966 units Be4/4 11-16 and Bt 101-108.



The first refurbished train set, Be4/4 15 and Bt 115, has entered service carrying a dazzle-style red and white livery.



The Chur - Arosa line remains closed between Chur and St Peter-Molinis while stabilisation work and construction of an avalanche gallery continues in the Steinboden tunnel area. The line was not expected to reopen for passengers until November, although a daily goods train over the line started in September.

TRAMS

Basler Verkehrsbetriebe (BVB)

The last Swiss standard bogie trams have been withdrawn from service.

Riffelalp Tram (RiT)

When weather conditions are not favourable, services on this line run on an "on request" basis. To allow hotel guests to spend the evening in Zermatt, a notice in the Riffelalp Hotel advertises late GGB trains to Riffelalp.

Transport Regional Neuchâtelois (TRN)

With the opening of the "Fun'Ambule" from Neuchâtel Gare to the University, Trolleybus route 6 from Neuchâtel Gare to Place Pury has been withdrawn and the wires on the turning circle cut short. Passengers for Boudry now have to catch a Route 7 trolleybus from the "wrong" (and unsheltered) side of the station to Place Pury; in

September, a petition demanding the restoration of Route 6 was on display in the shops at Neuchâtel station.

Städtische Verkehrsbetriebe Bern (SVB)

Bern has become the last system to use Swiss standard bogie cars, these being used on Line 5 throughout the week, including Sunday afternoons!

Verkehrsbetriebe der Stadt Zürich (VBZ)

The first stretched "Tram 2000" unit with a low floor centre section has entered service on Line 6.

PRESERVATION



A three-coach DFB train powered by HG3/4 1, brought steam to the AlpTransit branch from the FO at Bugnei to Sedrun on 23rd June.

STOP PRESS!

Steve Horobin reports today (16/11/01) that due to driver shortages SBB has dropped train 10327 Lausanne to Montreux from its schedule.

It is claimed that this is the first time this has been done for nearly a century!

As Steve so aptly puts it "Is this the end of the world as we know it?"

The information came from www.swissinfo.org

NOTEPAD is edited by Nick Freezer and on this occasion includes contributions from Steve Horobin, Brian Hemming, Duncan McKay, George Hoekstra, Alan Pike, Swissinfo, BLS (who supplied the photo of Frau Remund), SBB and probably others. Please accept our apologies if your name is not mentioned and let me know. I will try and note it for next time.

Brian Hemming

SWISS FEDERAL RAILWAYS STOCK CHANGES

JULY 2001

New: RABDe 500 022

AUGUST 2001

Withdrawn: Tmⁿ - 745, 808

Rebuilt & renumbered:

XTm 91556 to XTms40 85 95 85 556-5

XTm 91586 to XTms40 85 95 85 586-2

Stock changes will revert to normal size next time!