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On weekdays since January, the three surviving Ae4/4's have been concentrated on the Interlaken – Zweisimmen 'Golden Pass' and Interlaken – Bern workings. At weekends, two Ae4/4's have been employed on car train duties, using two-axle flats. The Zweisimmen – Spiez RX diagram is now normally worked by a Be4/4 railcar. On Saturdays in February, RX 2365 (10 21 Zweisimmen – Spiez), the normal Be4/4 duty, was extended to Bern as a relief train.

mittelthurgaubahn

Unterwegs in der Region Bodensee

MThB Ec3/5 3 of 1911, along with two coaches, has been sold to the newly formed Historische MittelThurgauBahn group. A promotional tour in the Thurgau region took place on March 1st and 2nd.

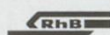


Prompted by the forthcoming delivery of a fleet of two and three unit GTW units from Stadler, the RM have decided to renumber their railcar fleet by design, eliminating the historic division into the nominal EBT, VHB and SMB fleet.

Re436 112 was used on 1st March to haul an Italy – Germany charter train all the way from Domodossola over the Lötschberg to Basel Bad. Bhf.

THURBO

One of the Diesel GTW units used on the Radolfzell – Stockach service was sent to Bönigen works for overhaul on 1st February. It was replaced on service by a unit hired from the Hochwaldbahn.



Rhätische Bahn®

Ferrovia retica
Viafier retica

The World Ski Championships, staged at St Moritz in February, saw all services on the Albula line strengthened to full line capacity. Even the three restaurant car duties were run as pairs, with dining cars coupled to the kitchen cars!

The Engadin Ski Marathon on March 9th gave the RhB its heaviest passenger loading of the year, with extra trains from Chur, Landquart, Davos and Zernez delivering around 4000 extra passengers to the start line in a 90-minute period. Return traffic, from a temporary halt near S-chanf, used a 15-minute interval service towards St Moritz and five trains to Landquart via the Vereina Tunnel.

The turntable at Sumvitg-Cumpadials, relocated

from Disentis, saw its first use on May 11th for a Mothering Sunday steam special from Landquart to Disentis.



The 'AAR' organisation is a marketing grouping rather than a transport company. The WSB remains the infrastructure and operating company for the Schöftland – Aaerau – Menziken lines.

BERN MOBIL

The first Combino, Be4/6 755, entered service on February 8th. The type is currently restricted to Route 9 (Wabern – Guisanplatz) due to the design being too heavy for the Kirchenfeldbrücke.

Brian Hemming

STOCK CHANGES



SBB CFF FFS

January 2003

New: Tm 234 133, 135-138

Re-instated: Te^{III} 144

Withdrawn: Tm 744/72/83/89/822/35
RBe4/4 1403

Renumbered: Re4/4^{III} 11379/97 to Re 421 379/97

February 2003

New: Tm 234 139/40 RABe – 520 013/14

Acquired: Tm - 233 950 (ex MThB, probably 826 641), 236 649 (ex MThB – not yet renumbered into SBB series)

Withdrawn: RBe4/4 - 1402

Renumbered: Re4/4^{III} - 11373 to Re 421 37

Items for inclusion in **NOTEPAD** should be sent to Swiss Express in the normal way via email/post or whatever method you feel appropriate. Topical pictures are particularly welcome. If you see something interesting take a picture or make a note. We may not use it but if it isn't sent in we will never know.

NOTEPAD is compiled by Nick Freezer. Contributions this time are from: Brian Hemming in particular, Malcolm Hardy-Randall, Duncan McKay, Steve Horobin, George Hoekstra, Rupert Chambers and David Stevenson. Other items are acknowledged as appropriate.

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