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International

Swiss Rail Cargo Italy ordered 18 locomotives, with an option for a further 30, Re484 from Bombardier in May 2003 for delivery from December 2004 at a cost of SwF 18m. These will be quadricurrent locomotives to the Re482 / 481 design, designated Re484. These will join five Re474 from Siemens (similar to DB 189), ordered in 2002 for delivery from December 2003. Both series will initially be only equipped for operation in Switzerland and Italy.

DB and the SBB have just signed a declaration of intent to improve passenger traffic links between the two countries. The ICE service from Hamburg to Zürich, and the ICE service via Frankfurt to Interlaken and Brig will be increased in frequency from 2005, running at up to 2 hourly intervals. The Munich-Zürich service will be increased to 6 trains per day from 2007, when it is hoped to plug the gap in the catenary from Lindau northwards. Stock on the service will then be electric powered ICE.

Engineering work on the Arlberg line on Saturday and Sunday 24th / 25th May saw EN 466 / 467 (Zürich – Budapest) diverted from their normal route via Sargans and Buchs to run via Basel Bad Bf, Karlsruhe and Munich

The first Re481 001 (formerly MThB Re486 651) went to WinPro at Winterthur at the end of April to be reconfigured to the DB 145 design prior to taking up work for HGK in Germany. It has been repainted in SBB Cargo livery by Bellinzona Works in April.

The FS has reopened the Olimpino II tunnel between Chiasso and Camerlata after completion of repair work costing 11.5 million Euros.



SBB CFF FFS

Services through the Zurich – Thalwil tunnel commenced on 15th June 2003, following a festival held on Friday evening 6th and Saturday 7th June. The line is 10.7 km long of which 9.4 Km is the tunnel from Zurich Lochergut to Thalwil under Allmend Brunau. This is partly the first stage of the Zimmerberg Base tunnel, which will ultimately run from Zürich to Littli near Baar, the remainder being the link tunnel from the flying junction with the base tunnel at Nidelnbad to Thalwil station. Only

trains booked to call at Zürich Enge station – which during the main part of the day comprises S-Bahn services and the hourly Zürich Hbf – Luzern IR service – now use the original route through the Zürich suburbs. With the reduced traffic now using this route, overnight repair work on the Enge and Ulmberg tunnels between Zürich-Wiedikon and Wallisellen stations started on 14th July and will continue until May 2004.

A special service at half hourly intervals operated through the tunnel on 7th June; trains from Thalwil called additionally at the (underground) junction at Nidelnbad.

A visitor's centre has opened in Bodio to cater for the expected 70,000 visitors to the Basis tunnel site.

Test running started on 9 July on western 12 Km (of 45) of the Mattstetten – Rothrist NBS line to test the cab radio (to international GSM-R standards) and cab signalling (ETCS level 2). Testing of the GSM-R radio system has already been carried out through the Grauholz tunnel.

ETCS operation over the Zofingen – Sempach section of the Olten – Luzern line will cease in November 2003. The line is signalled to the original specification drawn up in 1998, which differs from the latest specification, which will be installed on the NBS. Revised ETCS equipment may be installed on the line later.

The only remaining semaphore signals on the SBB are shunting signals at Biel Mett Yard, St Gallen and Kerzers; work will shortly start on modernising Kerzers station which will see the old signalling there swept away.

The concourse and shopping levels at Zürich Flughafen have been rebuilt. On the concourse level, a check-in area for the airport, together with new SBB ticket office and information areas have been provided. The shopping area has been completely rebuilt, and now includes a Migros Express, which sells food and drinks at normal Migros prices!

The last wagon of a goods train derailed east of Brugg AG at midday on 20th May. During the afternoon, Zürich – Basel IR services were diverted via the Lenzburg / Aarau route, making additional stops at Killwangen and Lenzburg. The S12 service

was withdrawn from Baden to Brugg, while a shuttle service operated between Basel and Brugg via the Botzberg line. The line through Brugg remained closed until mid-evening, when through services resumed but without reversals at Baden. The S12 service remained cut back to Brugg until 21st May, while the Aarau – Baden RX service was suspended between Baden and Brugg until Friday 23rd.

The line between Wolhusen and Entlebuch was blocked by a landslide at Doppleschwand-Roomoos loop between 2nd and 5th June.

A further halt was opened on the La Praille branch in Geneva on March 16th. Named Genève Stade, and located at the south end of La Praille yard, it will only be used by special trains for matches at the new football stadium nearby.

Re460 114 was named 'Circus Knie' on 27th April at St Gallen in connection with a fair celebrating the bicentenary of the Swiss circus family.

SBB / TMR

A joint operation, between the SBB and TMR companies, will take over standard gauge regional services in the Valais from the next timetable change in December. Branded 'Region Alpes', services will be operated over the 147 km route between St Gingolph and Brig and the branches from Martigny to Orsières and Le Châble.

SBB / SOB

A collision occurred at Pfäffikon at 1740 on Friday 17th May between an SOB NPZ unit, which had arrived ECS from Samstagern to work train 7871 to Siebnen-Wangen and IR 781 from Basel to Chur. 11 people were injured, one seriously, with damage occurring to the Bt and EW I B of the NPZ unit and Re460 080 heading the IR service.

SBB / THURBO

New signalling was introduced at Romanshorn on 27th April, marking the end of semaphore running signals on the SBB. The signal gantry spanning the Rorschach end of the station, the last in Switzerland, was dismantled with the help of the largest road crane in Switzerland.

The new layout provides two terminal platforms and three through platforms. Unfortunately, the interim resignalling does not permit trains from St Gallen or Amriswil to use the through platforms! This means that the Regional services in the area are revised until the full layout is commissioned in the autumn. The

S3 St Gallen Hagggen – Schaffhausen service and Winterthur – Rorschach services are cut back to Romanshorn, with an extra Rorschach – Schaffhausen service taking up their paths along the Seelinie section.

SBB / RhB

The new subway at Chur was brought into use on 28th May. At the end of June, work had started on filling in the old subway, which will ultimately be cut by the ramps between the new subway and the platforms. The platform between tracks 8 and 9 resembled a building site, with no surface worth speaking of and the canopy removed. New signals are appearing on both the RhB and SBB lines around the station and as far south as Domat/Ems.

Brünig

The Brünig depot at Luzern is to close. Maintenance on stock at the east end of the line will be taken over by the LSE at their Stansstad depot.

bls The Lötschberg Base tunnel is expected to open for freight traffic during 2007, with passenger trains routed through the tunnel from December 2007. To accommodate the extra traffic over the Bern – Brig line, the SBB will install a third track between the junction at Ostermündingen and the junction with the Luzern line at Gümligen.

Re 465 001-005 are now allocated to the BLS owned EW IV Pendelzug sets. They have been fitted with a second Swiss style pantograph, replacing the German pantograph, which is standard on the remainder of the class.

During the summer, the second Simmental RX duty (Spiez – Zweisimmen) is diagrammed for Ae 4/4 + 4 coaches instead of a NPZ unit. The other Simmental RX diagram and the Golden Pass Interlaken – Zweisimmen diagrams remain as Ae 4/4 *Pendelzug* workings.

The first 'Jumbo' coach for use in the RBDe 565 pendelzug sets was delivered to Bönigen from Bombardier Villeneuve at the end of March. Rebuilt from two EW 1 coaches, it is a twin unit articulated vehicle with a low floor section between the two plug doors in the centre of the original coaches. Following a launch on Simmental services, from the end of May it was deployed on the Bern S2 route



TOP / CENTRE UPPER / CENTRE LOWER:

Three views of the new BLS "Jumbo" articulated coach installed in a Pendelzug. It looks rather ungainly to my mind but will no doubt perform well and do what is required of it as the BLS roll out the Bern S-Bahn programme. The low entrance step is very welcome.

LOWER:

In conjunction with Unesco and SBB the BLS have liveried one of their standard EW IV 2nd class coaches. There are pictures of Bern, the Jungfrau and Bietschorn regions and the Aletsch Glacier. All are Unesco World Heritage sites and all are connected by the BLS. The coach will operate standard diagrams between Basel-Bern-Brig or Interlaken and Basel-Geneva. Geneva is, of course, the home of UNESCO.

All photos courtesy BLS

from Schwarzenburg to Langnau via Bern and Gümligen.

On 25 April Tm 234 119 ran through the buffer stops and caused considerable damage to the BLS Loco depot in Brig.



GOLDENPASS[®]
SERVICES **-MVR**

Unit 72 has emerged from Chernex works. Now classified Beh2/4, it is similar to 'Train des Etoiles' unit 71.

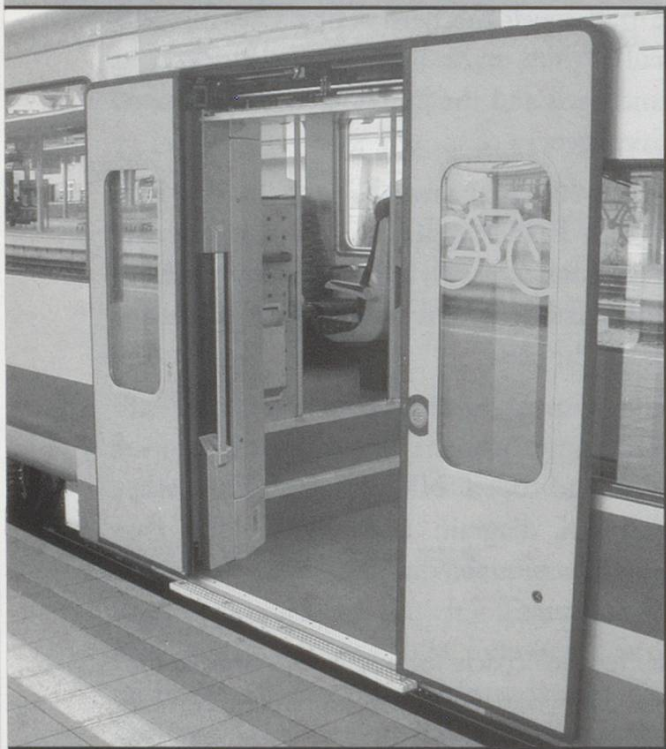
Note from Editor- I have included MVR under Golden Pass Services the group name. There is some confusion about which logo/company this is. There is no seperate logo for MVR, which are all the railways in the group other than the Montreux-Zweisimmen main line and which in itself is now known as the GoldenPassLine. If anyone has a definitive answer I would be glad to hear it.



The first GTW 2/6 for the line, RABe 526 260, was rolled out by Stadler on 6th June.

THURBO

An unexpected sight at Romanshorn on July 1st was MittelThurgau Bahn Re 4/4 21 on a Rorschach – Romanshorn Seelinie service, retaining full MThB livery and number. (This locomotive is supposed to have been renumbered as part of the SBB Passenger fleet)





ABOVE:

The RM's first new Stadler GTW 2/6, pictured in the Stadler factory on the launch day. 6/6/03. Photo: RM

RIGHT:

MVR no 72 as mentioned elsewhere in Notepad. Photo: Golden Pass Services



The second group of NINA units for the line, RABDe 527 512/513, were delivered in January and March. They conform to the 'second series' BLS units. The three units have been christened *Entremont*, *Martigny* and *St Maurice*.



From June 1st the group took over management of the Orbe Chavornay line.



All the panoramic fleet have been reliveried in MGB livery, retaining their previous running numbers and classification. HGe 4/4 106 has also appeared in the new livery. A reliveried (and unnumbered) B was observed in a *Pendelzug* set at Andermatt on 27th June.

Meiringen-Innertkirchen Bahn

Aareschlucht Ost halt, located in the Aareschlucht tunnel 100m from its eastern portal, opened on 29th

May. The path from the halt leads to a suspension bridge across the Aare. Be4/4 8 is now running in an advertising livery for the Aareschlucht. (See picture on page 51)



Following heavy losses in the 2002-3 financial year, the RhB is looking at areas to cut back expenses. Among the options is the withdrawal of goods traffic on the Misox line; discussions have commenced with the SEFT group to see how the line can be hand-

ed over to the preservation group.

Work started on 22nd April on the reconstruction of Filisur station. At the end of June, work was well advanced on the substructure of the new station and the second track towards the Landwasser viaduct tunnel. Track 1 has been taken out of use.

It is planned to lay a second track over the Hinterrhein Bridge at Thusis during the autumn.

LS B 2334 / 5 have been rebuilt for use on the Bernina Line. A luggage area has replaced one of the saloons and the coach has been fitted with plug doors. New numbers are BD 2477/78.

The heritage Bernina line units ABe 4/4 30 / 34 are again scheduled to work the afternoon St Moritz – Alp Grüm and return service during June, September and October (in July and August, the duty is taken up by a single 51-56 series ABe 4/4 railcar). In the absence of 30 at Poschiavo on 26th June, the duty was taken by red liveried ABe 4/4 31 and a single coach.

The first operation of the 'Green' and 'Blue' trains to

celebrate the Albula Line centenary took place on 27th and 28th June. On each day, Ge6/6 415 headed maximum length trains. The 'Green' train was eight vehicles long (B4 2245 / 2246 / 2247, B2 2060, C2 2014, A2 1102 and the two 'bar' cars D 4052 and 'Filisurer Stübli' B xxxx, while the 'Blue' train was formed of 7 vehicles, As 1141 – 1144 and 1161, D2 4062 with catering in dining car WR 3814.

Adverts for the Albula / Ruinaulta centenary have been added to Ge4/4III 642. However, this locomotive was conspicuous by its absence from the Albula line over the actual Centenary period, apparently working on the Vereina tunnel trains.



BDe4/4 7 has been painted **TROGENERBAHN** in a livery advertising the 'Ostwind' travel area.

Preservation

SBB Historic

TEE unit 1053 was re-launched in service on 3rd

June with a press trip from Bern to Kandersteg. Sponsors trips followed on 12th and 21st June. As the traction equipment has not been overhauled and asbestos has not been removed, the unit is restricted to operation in Switzerland only. (*See article elsewhere*)

LSE Tm 100, SBB HGe4/4 1992 (unnumbered!) and As 101 were stabled on track 17 at Luzern station on 27th June.

A very rusty Tigerli, in what looks to be faded green livery, has appeared outside a new development '1901 Mainstation' on the outskirts of Chur. It is visible both from the RhB line and the road from Chur towards Domat/Ems. It is suggested that this is the engine which used to be displayed at Kaufdorf.

Ex DB 01 519 headed a Eurovapor Basel – Chur and return special on 28th June connecting with the first RhB 'Green' train. On the following day, the 'Churchill Pfeil', SBB Rae4/8 1021, worked a Zürich - Chur special in connection with the first RhB 'Blue' train.

Brian Hemming



SBB CFF FFS

STOCK CHANGES

March 2003

New:

Tm – 234 141-146

Withdrawn:

Te^{II} – 68/88/9/90/4 Te^{III} – 165 Tem^I – 256

Renumbered:

Re4/4^{II} – 11372/4/5/8 to Re 421 372/4/5/8

Tm^{II} – 720, 770 Am 411 001 - 018

Rebuilt and Renumbered:

XTm 85555 to XTms 40 85 9595 555

April 2003

New:

Tm – 234 147 - 149

Renumbered:

Re4/4^{II} – 11380/1/3 to Re 421 380/1/33 RBDe560 128/33-135 to RBDe 561 001/3-5

Rebuilt and Renumbered:

XTm 85573 to XTms 40 85 9595 573

Withdrawn:

Te^{II} – 82 Tm^I – 416/57/64

May 2003

New:

RABe – 520 015, 016

Withdrawn:

Te^{III} – 167 Tm^{II} – 612/5/30/42/5/8/65/98/749/96/800 Tm – 8202

Renumbered:

RBDe – 560 105, 127 to RBDe – 561 002, 001

Rebuilt and Renumbered:

XTm 91558 to XTms 40 85 9585 558

June 2003

New:

Re – 482 016

Withdrawn:

Tm – 235 014

Rebuilt and Renumbered:

XTm 91560 to XTms 40 85 9585 560