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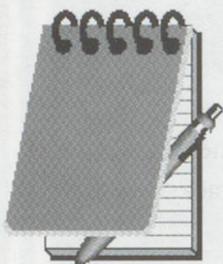
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↔ SBB CFF FFS

An RBe540 unit will be providing a half-hourly shuttle service between Renens and Lausanne Sebeillon on Wednesdays, Saturdays and Sundays between 5th June and October 17th in connection with the 'Jardin 04' exhibition.

Re460 084 has been repainted into standard red livery from the silver livery applied in 1997 for the Rail 150 celebrations.

Overhead line damage between Baar and Zug on the evening of 13th February caused diversions via Affoltern or Wohlen. Exceptionally, EN 303 (Zurich – Roma Termini) was diverted from Thalwil via the SOB section Wädenswil – Biberbrugg – Arth-Goldau; the SOB provided a Re446 as a pilot engine for the 8-coach train.

To rationalise line ownership in east Switzerland, it has been agreed that the SOB will formally take over

the SBB line from Lichtensteig to Ebnat-Kappell, including Wattwil station, a section where the SOB was already the primary operator. The SBB will take over full ownership of St Gallen station from the SOB.

Non – April Fool!

The first complete EWIII Pendelzug set in BLS livery entered service on 1st April on the Konstanz – Zürich – Lausanne – Geneva semi-fast service.

Due to the late departure of the inbound train from Luzern on 1st April, the 18 35 Zürich HBhf – Luzern service was replaced by an RBe540 Pendelzug set as far as Thalwil, where passengers changed to the booked EW IV DS set.

↔ SBB CFF FFS **WSB**

The Aarau – Suhr branch of the SBB will close to all traffic on December 12th; the WSB will continue to provide rail services between the two towns. The SBB line will be converted to metre gauge, replacing the street-running WSB line from 2007.

On a recent visit to the Hotel Frohsinn in Erstfeld a test train was observed working over the Gotthard route on a daily basis. The drivers and technical staff were all staying at the hotel although conversation was difficult as they left before 0630 and returned after 1900 each day. The train was topped and tailed by 482 types. On both pages the train is shown waiting for clearance at Erstfeld. On this page an SBB 482 and on the next page the test loco which belonged to Siemens. The tests took place at the end of April and the beginning of May.

It has since been announced that Erstfeld will close as an SBB depot once the tunnel is open. Speculation is now rife that it may be taken over by the BLS. Erstfeld is a railway village and the loss of jobs will have a profound influence on the local economy. Meanwhile the BLS is expanding its sphere of influence in rail freight. It could happen ...

Both photos by Colin Jarman



bls

The last of the 'Ae' fleet of 1944 – 1963, Ae4/4 251 and Ae8/8 273, are due to enter the heritage fleet during 2004. Spares will be recovered from 257, 258 and 275.

Six Re4/4II locomotives are due to be bought from the SBB to power the EW III Pendelzug sets being acquired in December.



The first two new Stadler units were approved for service on 18th February. During a publicity run on 23rd February, unit 62 developed a fault and ran away from Irchel depot, colliding at low speed with a VBZ Line 9 tram and sustaining significant damage. Be4/6 61 and 63 eventually entered service on March 23rd.

DIE POST

Braking problems have been experienced with the PTT container flats in snowy conditions, contributing to a signal overrun and collision with a Zürich S-Bahn train at Dietlikon in January. When settled snow is up to rail level, trains conveying container flats will be restricted to 90 kph instead of the normal 120 kph limit.



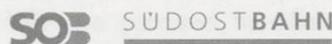
Tracks 4 and 5 at Filisur were taken out of service on 9th April to allow construction of the new island platform. St Moritz trains are using Tracks 1 and 2, nearest the station building, with Davos trains using Track 3.

For the Engadin Ski marathon on 14th March, several of the Landquart-based Be4/4 Pendelzug sets were used on extra trains on the Engadin line. A 'Davoser', a 'Vereina' and an 'Arosa' locomotive-powered Pendelzug sets replaced them on the Schiers – Chur – Thusis service.

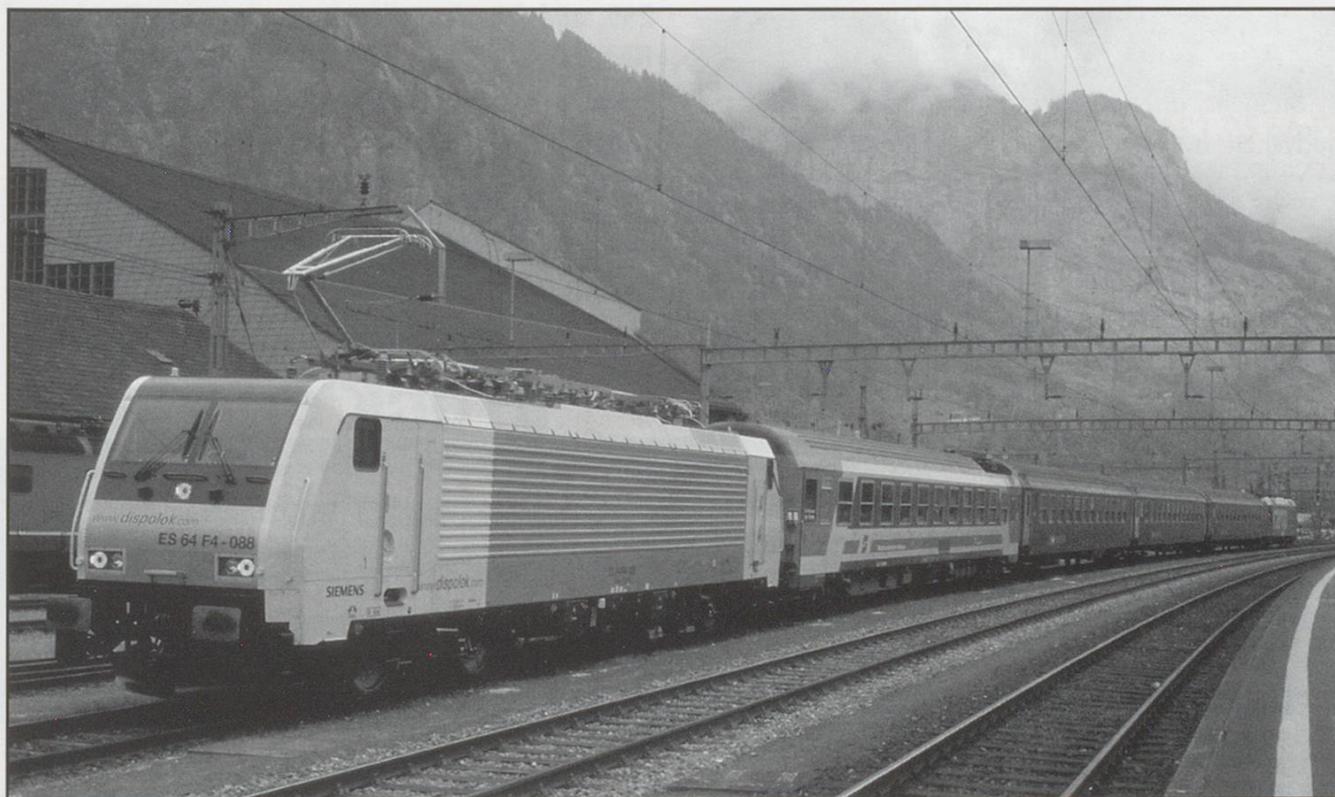


De 586 256 and BDe 57v6 252, together with four coaches, were dispatched to Kaiseraugst on 8th March for scrap.

The new RABe 526 units have been deployed since 1st March across the former EBT section and also on Burgdorf – Huttwil via Ramsei services; this includes working over the Affoltern – Huttwil section that is due to close to passengers in December.



Centralised signalling, controlled from Herisau, was



introduced over the St Gallen – Lichtensteig section on 19th March. During the summer, the section between Romanshorn and St Gallen St Fiden will also be resigalled, with control from Wittenbach.

RM BDe 576 251 and its associated driving and intermediate trailers, purchased by the SOB as accident replacement, entered service on 10th April on the Biberbrugg – Einsiedeln shuttle service in two car format. The stock has been renumbered in the SOB series, with 251 becoming BDe 576 060.

Asbestos-stopped BDe 556 041, formerly WM BDe4/4 1, and 'Glaskastern' ABt 930 went for scrap to Kaiseraugst on 16th February.

THURBO

The Bülach – Schaffhausen local service has been operated by THURBO RABDe 526 units since the end of March.



Swiss voltage TGV 111 worked a Bulle – Paris charter service on 5th March. The party returned, by (unrecorded) TGV, on 7th March.

TRAMS



All 28 Combino trams in the fleet were taken out of service on 13th March following a global 'recall' by Siemens, due to concerns about distortion of the bodyshell by roof mounted equipment on trams

with over 12000 km on the clock. The first five sets did not re-enter service until 20th April following ultrasonic testing.

The unplanned withdrawal left Routes 6 and 8 without their normal fleet; to cope, the BVB drafted in cars from other routes, shortening formations where required, suspending peak hour Route 12 and peak hour extras on the remaining routes. All non-essential overhauls were also stopped. In addition, 4 Düweg articulated sets were borrowed from the BLT fleet (these had been part of the City fleet until the Combinos arrived), 4 trailers that had been sold to Belgrade were retained for service and Swiss Bogie car Be4/4 413 reinstated from the historic fleet.

BERNMOBIL

The Bern Combino fleet was not withdrawn from service following the Siemens 'fleet recall', as none of the cars had exceeded 12000km in service.

HERITAGE



Former SGA works car Xe2/3 17 has been restored to its original condition as Altstätten-Gais-Bahn CFe2/3 2 by the 'Club AG 2' group, apart from the rack equipment, which has not been refitted.

Club Salon Bleu.

This group has purchased RM De 586 258 and 586 259, and has also taken over the custodianship of RM BDe2/4 240 of 1933. Ex BLS Te2/3 31 has been restored to its condition of 1956-63, now carrying a brown livery.

NOTEPAD is compiled by Nick Freezer and includes contributions by Brian Hemming, David Stevenson, Rupert Chambers, Duncan Mackay, Malcolm Hardy-Randall, Colin Jarman and many others. Send your contributions, however insignificant you think they may be to the Editor and he will pass them on.

Brian Hemming



SBB CFF FFS

STOCK CHANGES

January 2004

New: RABDe ICN – 500 030 Am – 840 001/2 Am – 843 051
XTmaas – 9589 002 VTmaas – 9581 045/7

Withdrawn: Tem^I – 258/74 Tm^{II} – 605, 726/36/56, 801 Ee3/3 – 16352 Am6/6 – 18524

February 2004

New: RABDe ICN – 500 031 Am – 840 900 (reserve locomotive owned by ACT)

Withdrawn: Tem^I – 273 Tm^I – 448/96 Ee3/3 – 16334/76

Renumbered: Re6/6 11661 to Re 620 061 Tm^{III} 9516 to Tm 232 002

XTm 91567 to XTms 9585 567 Vas 9506 409 to VTmaas 9581 403 (Vanomag crane)