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International

The first conventional 'Cisalpino' services started on 13th June, when the company took over operation of trains 382 / 383 'Cinque Terre' (Zürich – Milano – La Spezia) and 354 / 355 'Canaletto' (Zürich – Milano – Venezia), and which are now rated as EC services rather than IC. The fleet of 55 coaches, mostly from FS, but with SBB Apm are painted in a silver grey and light blue livery.

DB 185 locomotives equipped with the 'Swiss Packet' are regular visitors to the Gotthard line as part of the BLS / Railion joint service. At Erstfeld, they can be found stabled in the sidings on the west side of the line just north of the station. One locomotive was observed in the factory sidings at Flüelen on July 5th.

SBB CFF FFS

On 31st May, a Kolibri unit to form a local service to Grenchen Nord collided with ICN 513 in track 2 at Biel/Bienne station. One person was lightly injured; damage was restricted to the colliding cabs.

On 10th June, a pair of DPZ units being shunted at Oberwinterthur struck S12 service 19260, the 15.08 from Seuzach to Brugg. Only two minor injuries were reported from the 50 passengers on the train. All services through Oberwinterthur were suspended for the rest of the day, affecting

both the Stein am Rhein and Romanshorn lines. Romanshorn line services resumed on Friday, but services between Winterthur and Seuzach remained suspended throughout Friday. The residual S29 service between Seuzach and Stein am Rhein was further disrupted, as the service had to reverse at Seuzach rather than cross there.

13 RBe540 Treibwagen have been put into store pending overhaul at RB Limmatal, including 540 071. However, RBe4/4 1404 is being used on specials from Renens to the 'Lausanne Jardins' show at Lausanne Sebeillon, an interesting comparison with the type's use topping and tailing extra trains to the Expo 64 station near Sebeillon when the class were newly delivered. The prototype series are no longer permitted to run on the main line, as they are not equipped with up to date cab signalling equipment.

Work is progressing on the alterations for the Stadtbahn Zug service, which looks well on course for introduction in December. At Baar, track 2 has been altered into a turnback platform, with Zürich – Zug services now routed through Track 1. Platforms are appearing at the new station sites, while the first of the new 'Flirt' units was on public display at Stadler Bussnang on 4th June.

BLS Re185 527-9 & 185 526-1 approach Kandersteg in a different livery from the standard on 17.06.04. See Notepad for more details.
Photo: Geoff Dunster





advertising liveries.

The locomotives for the joint service with RAG Köln, Re 482 002 and 003, are stabled during the day at Burgdorf shed. In addition to their SBB numbers, RAG running numbers 223 and 224 are carried on the cab fronts.

NPZ units 239 and 240 have been outshopped in the dark red livery applied

SBB CFF FFS **bls**

The first Re4/4^{II} has been outshopped in the latest 'bls' livery and is pictured above (©bls). 11110 has lost its 'SBB CFF' lettering and cut out numbers, but retains the Re4/4^{II} plate in the centre of the bodyside. The locomotive retains its SBB number, applied to the cab fronts and (as Re 420 11110(!)) to the dark blue bodyside strip. When observed at Burgdorf on 3rd July, the engine was running coupled. Further SBB locomotives to be acquired are Re4/4^{II} 11117, 11119, 11123, 11137 & 11142.

bls

Nina unit RABe 525 022 was named 'Worble' on 12th June. The naming ceremony took place at Ittigen station on the mixed gauge section of RBS Line W.

BLS Cargo has leased three Class 185 locomotives from Angel Trains for six months. Numbered 185 525 - 527 in the German system and painted grey with blue cabs, they carry the BLS Cargo insignia. Two are pictured on the previous page.



New Stadler units 281 and 283 were working Solothurn – Moutier services on 24th June with the centre coach missing, i.e. in GTW 2/6 rather than GTW 2/8 formation. A further unidentifiable GTW2/6 was observed outside Oberburg shed on 3rd July.

Re436 114 and 115 (ex 141 and 181) are both in

to the new GTW units, branded "RM. Bahn" (including a period!). In a lack of standardisation, ABt 940 retains a yellow cantrail band above the first class section, while yellow-painted hopper windows identify the first class section on ABt 939.

De586 257, coupled to Bt 911, was stabled in a siding at Huttwil on 3rd July.

A B-B diesel hydraulic locomotive, Em 846 350-7, has been acquired from Vossloh Locomotives. It was built in 1978 (MaK 1000871, Type G1202BB) and originally was No. 5 in the fleet of NIAG (Niederrheinischen Verkehrsbetriebe AG), Germany.

SO SÜDOSTBAHN

The last surviving BDe4/4 from the Wohlen – Meisterschwanden Bahn, BDe 556 042, retains its old orange and white livery. It was observed on Friday 2nd July banking Voralpen Express 2933 (16 44 Luzern – Romanshorn) out of Arth-Goldau; the three strengthening coaches obviously made the load too much for the SBB Re4/4^{II} heading the train.

Heavy rain on Saturday 17th July partially washed out an embankment between Herisau and Schachen, the next station to the south, leaving half the track in mid air. Train services were replaced by buses between the two stations until at least Friday 23rd July, with delays of only around 10 minutes.

Ex RM BDe 576 060 still carries its 'Huttwil' name and crest.

SBB Brünig

Due to high water levels in the Sarnersee in early June, all Luzern – Sachseln Regionalzug services on June 3rd were curtailed to run between Luzern and Alpnachstad only with bus connections forward. However, the Luzern – Interlaken Ost express services continued to run, with a restriction to 10kph through Sachseln. On June 4th, all services were suspended between Sarnen and Giswil.

On the 'mountain' section of the line, only Brünig/Hasliberg and Lungern loops are still usable. The state of the other loops on 4th July was as follows: Brunnenfluh (Meiringen – Brünig): Loop lifted except for entry and exit points.

Kapelli (Brünig – Lungern): Loop secured out of use.

Kaiserstuhl station: Converted to siding with Meiringen end point removed.



SBB Brünig

On 30th June the Federal council approved the fusion of the Brünig and LSE lines from January 1st 2005. The combined operation will be known as the 'Zentralbahn'. Depots for the combined operation will be at Meiringen and Stansstad.

In the Luzern area, work is well advanced on the double track section between Kupferhammer and Horw, with trains now running on the new (southern) track. The northern, mixed gauge, track has been lifted between the end of Kupferhammer yard and Horw

The local services out of Luzern to Stans and Sachseln are now made up to 5 coaches powered by a De110 locomotive. Two SBB sets and one LSE set were observed in regular use, with a spare SBB set kept at Luzern. The SBB sets are formed 3xB, AB, ABt, one set including LS AB 475; the LSE set is formed 4xBA including two of the modernised 'Alpiner' coaches, normal power being De4/4 122.

Kriens-Luzern Bahn

Roadworks in Kriens have seen the disappearance of the street section of the KLB between the Eichhof brewery at Kupferhammer and Kriens station. At the end of June, part of Kriens station yard was being used as a works site for the contractors reconstructing the road; the remainder of the yard

and the siding towards the Sonnenberg funicular were still in place.

Berner Oberland Bahn

Winpro returned overhauled unit ABeh4/4 313 on 20th May. Damaged in the Gsteigwiler accident on 7th August 2003, the Triebwagen has been outshopped in the new blue and gold livery.

Coaches AB 207, 208 & 210, B 231, 236 & 237, and baggage van D 522 have been sold to the Chemin de Fer de la Baie de Somme (CFBS), a preserved railway at St Valéry, France. Movement commenced by road on 25th May.



New units 63, 64 and 65 are now in service, capable of operation as a three-unit set.



The Zermatt – Täsch shuttle came to grief on May 31st, when shuttle train 50 ran into the rear of Glacier Express train 904 at Kalter Boden loop. 12 passengers were injured and the lead coach of the Glacier Express was derailed. Both trains are booked to depart Zermatt at 09.30, with the shuttle authorised to follow the express 'on sight' at a one-minute headway. Both trains were booked to cross the uphill shuttle in the specially lengthened loop at Kalter Boden.

The Schöllenenbahn was closed from 10th May until 2nd July to refurbish the tunnel and bridges outside Göschenen. Buses were provided by Auto AG Schwyz, with work trains operated by HGm4/4 62 and HGm2/2 75 Niklaus.

Former BVZ HGe4/4 4 was observed heading Glacier Express 903 at Oberalppasshöhe on 1st July.

Rhätische Bahn

Despite the report in the last Swiss Express, 622 Arosa is still running in red livery and was observed on June 29th on Glacier Express duties between Chur and Disentis, rather than the normal Arosa Express diagram.

Ge4/4^{III} 645 has received a new RTR overall livery.



Be4/4 5003 has emerged from Chernex works as the centre, non-driving car of a three car Pendelzug set between new low floor driving trailers ABt 343 and Bt 243. Painted in a gold and black livery, and advertising 'Saenenland', the set is branded 'Golden Pass Services'

X 44 (ex GFM) and baggage van D² 422 have been sold, together with the seven BOB vehicles reported above, to the Chemin de Fer de la Baie de Somme (CFBS).

Trams

BERNMOBIL

The Bern West tram project, the conversion of trolleybus route 11 to tram operation, has been rejected in a referendum by the margin of 50.4% to 49.6%. The referendum rejection was by the **Canton**, the city voted yes. It is believed, in the fullness of time, that the Bern West project will happen.

The 321 series trailers, used on route 9 with Be8/8 cars 711 to 726, are now appearing in Bernmobil livery with silver roofs.



The Combino fleet remains mostly out of use. BLT livery Be4/6 cars were still being used on Route 2 in July, and Swiss Bogie car Be4/4 413 continues in service on Routes 15 / 16.

From the middle of July, five Be8/8 trams from the

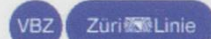
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711-726 series have been hired from Bernmobil until 2006. They will work with BVB trailers on Routes 1 / 14.



Transports publics genevois

New tram 856 was observed in service on Route 13 on 26th June. The last single-track section on the system, at Chêne Bourg on the Mouillesuelaz line, has been doubled.



The series insertion of low floor centre sections into 22 'Tram 2000' Be4/6 sets began at the end of May. Stretched Be4/8 2116 was observed in service on 25th June.

Heritage

New railway items on display at the Verkehrshaus are BLS Ae8/8 275, outside the main building and visible from the railway, and Steinbruch Ostermündingen H 1/2 1 *Gnom*, the first Riggensbach rack locomotive, at the far end of the railway display area.

The SBB Historic foundation has acquired the SLM archive from Bombardier and Sulzer. The archive remains at Winterthur in part of the old works offices.

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.



SBB CFF FFS

Brian Hemming

STOCK CHANGES

March 2004

New: RABDe ICN – 500 032 Am 840 003
Withdrawn: Tm^{II} – 638, 825/51 Ee3/3 – 16372
Renumbered: Re4/4^{II} 11385/9 to Re 421 385/9
Re6/6 11658/65/86 to Re 620 058/65/86
Tm^{III} 9510/2 to Tm 232 003/4

April 2004

New: RABDe ICN – 500 033 Am 843 002 VTmaas 9581 046 (private owner)
Withdrawn: Te^{III} – 145/51/8 Tm^I – 495 Tm^{II} – 631/55, 701/67, 805/11/31
Renumbered: Re4/4^{II} 11386/8/94 to Re 421 386/8/94 Tm^{III} 9584 to Tm 232 005
XTm 91565 to XTms 9585 565