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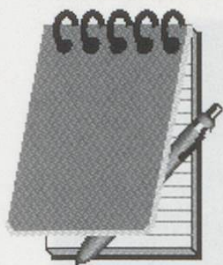
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## Timetables

The official Swiss Timetables for 2004/5 are now available in the UK from the Switzerland Travel Centre, 30 Bedford Street, London WC2E 9ED at a price of £10.00 plus £6.00 post and packing. Online timetables (in English) can be viewed and printed at <[www.rail.ch](http://www.rail.ch)>.

## International

In a joint venture between Canton Jura and the Franche – Comté region, the line between Boncourt and Delle is being reconstructed, reopening to passengers in December 2006. It is hoped to reopen the line through to Belfort to link up with the LGV Rhine – Rhône when that opens at the end of the decade.

## ↔ SBB CFF FFS

The Salgesch – Leuk diversion opened on Sunday 7<sup>th</sup> November, well in advance of the December timetable change. The line between Sierre and Gampel-Steg was closed throughout Saturday 6<sup>th</sup> November to commission the diversion. A new station has been provided at Leuk, as the diversion starts east of the old station.

ICN 500 035 was named 'Niklaus Riggenbach' at Luzern on 8<sup>th</sup> September; in attendance was VHS-based 'Gnom', the first Riggenbach-designed rack locomotive.

RBe4/4 1401 is now a 'Christmas Tree' at Zürich works.

SBB Cargo have hired SZU Em3/3 6 and ST Em2/2 2; they are officially numbered Em3/3 18850 and Tm<sup>IV</sup> 8701

Introduction of ETCS Level 2 on the Mattstetten – Rothrist NBS is planned for

One of the new Zug S-Bahn units stands at Zug in November 2004 prior to the introduction of the new services.  
Photo: Roger Phelps



the second half of 2006. All driving vehicles passed for the line are being fitted with the production equipment as they are passed through works.

All 119 Re460 are now allocated to the Passenger Division, whilst Re4/4<sup>II</sup> 11265-70 have moved to Cargo. Re4/4<sup>II</sup> 11371-81/83-897 have all been renumbered to Re 421 371 etc. 11382 was withdrawn and cut up in 2002 after a fire.

The Passenger Division has cancelled its order for Am 843 031-035. These locomotives will be delivered as Cargo Am 843 086-090, and the locomotives allocated these numbers will now be delivered as Cargo Am 843 091-095. See <<http://www.loks-aus-kiel.de>> for details of all Vossloh/MaK diesel locomotives built at Kiel.

From the opening of the NBS line, an Am 843 diesel will be stationed at both Bern and Olten to act as a 'Thunderbird' locomotive, being manned between 06.00 and 23.30. The Am 843 series fitted with particulate filters are particularly suited to tunnel work, as a result, the class has also taken over operation of Basel Rbf – Basel St Johann yard workings from SNCF BB 20200 dual voltage electrics. However, the absence of train heating did not endear itself to passengers on IC 735 (15 36 Geneva Airport – St Gallen) on the evening of 2<sup>nd</sup> February, when the train locomotive failed leaving the Grauholz tunnel at Mattstetten; by the time that the 'Thunderbird' engine had recovered the train and passed Olten, passengers were complaining about the fall in temperature and the train was terminated at Aarau. Passengers eventually arrived



in Zürich three hours late. Two other trains trapped in the Grauholz tunnel behind the failed train were delayed for only about one hour.

The introduction of Bahn 2000 was marked by a computer failure in the interlocking at Wanzwil at 10:45 on 13<sup>th</sup> December, setting signals to danger on a 45km section of the Mattstetten – Rothrist NBS. Seven trains were brought to a standstill; control was recovered after 20 minutes.

Regular car-carrying trains through the Simplon tunnel were reintroduced on 12<sup>th</sup> December. The service is provided by the rake of wagons acquired for the emergency service through the Gotthard tunnel in 2001; the fleet comprises 10 intermediate wagons and 3 loading wagons, together with an EW II A adapted to carry bicycles in each vestibule. Motive power is a Re4/4<sup>II</sup>, with a Dt at the Iselle end of the rake.

The introduction of the Stadtbahn Zug services has not been without problems, so much so that SBB and ZBB had to issue a public apology on 2<sup>nd</sup> February! A number of causes have been identified; these include an ambitious schedule in an already busy area, propagation of delays caused by the single track section between Cham and Rotkreuz, and a shortage of rolling stock, not helped by there being only 4 FLIRT units in service out of the planned 11. Adding to the difficulties, the FLIRT units have yet to be authorised for multiple operation, the first trials in passenger service being planned for mid-January but do depend on there being enough serviceable units. Due to heavy loadings on the S1 service from Luzern to Baar arriving Zug at 07:20, a relief S-Bahn service has been provided on Mondays to Fridays for the 8 minute journey from Cham to Zug, leaving Cham just ahead of the S1 service, which couldn't be strengthened because the FLIRT units could only work singly. The FLIRT multiple working trials were scheduled for a peak hour (morning outward, afternoon return) working from Luzern to Zug, the morning working being timed



Some views of the new Zentralbahn corporate image.

**ABOVE:** ZB Spatz unit 130 001-I shows off it's new look at Interlaken Ost on 30.12.04. Photo: Kenneth Follett

**NEXT PAGE:** Three views of coaches on the Brünig line at Brienz, again showing off the new livery and corporate image. Shaun Saltmarsh took the pictures on 06.01.05

to replace the S1 relief service already mentioned.

Kolibri units RBDe 560 120 and 560 123 have been strengthened to five vehicles and branded 'Glarner Sprinter' for use on the newly introduced through services between Zürich Hbf and Schwanden. (The service provides a two-hourly direct service between Schwanden and Zürich, calling all stations to Ziegelbrücke, then Siebnen-Wangen and Pfäffikon SZ).

## ⇄ SBB Brünig / Die Zentralbahn

Die Zentralbahn is not a new company but the LSE renamed. The merging of the SBB Brünig Bahn into the ZB has not yet happened. This will be done during this year and so formally it is still SBB.

The first SPATZ unit was delivered from Stadler Altenrhein on 29<sup>th</sup> October. The ABe 4/8 unit, numbered ABe 130 001, displayed the new red and white livery and 'Die Zentralbahn' branding.

During the autumn shutdown of the Meiringen – Giswil section, one of the Luzern – Giswil diagrams was normally worked by a Deh 120 MLV to release a HGe 101 locomotive for works trains on the summit section.

Breakthrough on the 4043m long Engelberg Tunnel took place on 28<sup>th</sup> October.





## bls

The signalbox at Kerzers was replaced by an electronic interlocking on 7<sup>th</sup> October; when closed, this was the oldest mechanical frame still in service in Switzerland. From January 2005, the interlocking will be controlled from the BLS installation at Bern Bümpliz Nord.

The six Re4/4<sup>II</sup>s hired from SBB are to be series Re 420.5 rather than the more normal Re 425; this is because Class 425 is already allocated to the BLS Re4/4's. Locomotive numbers are 420 501-506. Only Re 420 501 (ex Re 420 11110) is in 'bls' livery, the other five will be repainted during 2005. Ae6/8 205 is out of service with a major defect.



Lützelflüh-Goldbach station is to be modernised by the end of 2005, with the interlocking remotely controlled from Hasle-Rüegsau; the existing layout, which includes hand worked points, will be a regular crossing station for the S4 service from December 2004.

A train carrying wood chips in containers from Bulle (TPF) to Attisholz, named 'Woodpecker' (in English!), started operation on 3<sup>rd</sup> November. Power is provided by an RM Re 436, using a TPF driver between Fribourg and Bulle – apparently SBB Cargo are not interested, despite the train not using any RM track!

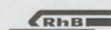
Conversely, SBB Cargo took over operation of wagonload traffic over the RM network from 12<sup>th</sup> December 2004.

### BRB / MVR

Rochers de Naye rack tank H2/3 1 moved to Brienz on 16<sup>th</sup> December. It will enter service as BRB 16 in the 2005 season.

### AB / RHB / TB / RhW

The four private railways in the Appenzell highlands plan to merge from January 1<sup>st</sup> 2006 to achieve economies on administration and marketing.



### Rhätische Bahn®

Ferrovia retica  
Viafier retica

The Arosa line was closed for track alterations at Chur Bahnhofplatz from lunchtime on Monday 8<sup>th</sup> until lunchtime on Friday 12<sup>th</sup> November. The replacement bus service ran between Chur and Chur Sand depot.

The 23 Ge4/4<sup>II</sup> thyristor locomotives are to be fitted with new electronics supplied by Siemens.



### SÜDOSTBAHN

11 FLIRT units have been ordered from Stadler to replace the BDe4/4 units of 1959-1978.



## Industry

Stadler is due to start construction of a factory at Siedlce in Poland and is taking over the bankrupt company PFA of Weiden near Nürnberg, Bayern. Orders for the FLIRT unit had reached 113 by the end of January, from SBB (73, including 19 for operation into Italy and 12 for operation into France), Eurothurbo (9), Hamburger Hochbahn AG and Hessische Landesbahn GmbH for operation in the Nord Ost Hessen region (20) and SOB (11).

## Infrastructure Companies

SERSA has acquired 3 Vossloh Am843 which will be based at Raron for Lötschberg tunnel work. They are numbered and named: Am 843 151 'TRUDY', Am 843 152 'BARBARA' and Am 843 153 'CINDERELLA'.

**NOTEPAD** is compiled by Nick Freezer and includes contributions by Brian Hemming, Rupert Chambers, Duncan Mackay and many others.

## TRAMS



Transports publics genevois

Route 15 was inaugurated on 12<sup>th</sup> December 2004 with the opening of the section from Plainpalais to Lancy-Pont Rouge. The 23-minute journey from Nations via Cornavin to Lancy-Pont Rouge operates at 8-minute intervals during weekdays, requiring 7 trams for service.

## HISTORIC

### Classic Rail

The group's four Ae4/7s, 10908, 10914, 10922 and 10999 were moved from Basel to the Ticino at the end of October 2004.



The first works train reached Oberwald from Gletsch on 4<sup>th</sup> September.

Brünig rack tractor Tmh 985 has been acquired; it will be rebuilt over the winter to run on Abt rack and conform to MGB / RhB braking systems.

## Brian Hemming



SBB CFF FFS

## STOCK CHANGES

### MAY 2004

**New:** RABDe ICN – 500 034 Am 843 004 – 006, 052, 053  
**Withdrawn:** Tm<sup>I</sup> – 468 Tm<sup>II</sup> – 620/79, 733/46, 826  
**Renumbered:** Re4/4<sup>II</sup> 11393/5 to Re 421 393/5 Tm<sup>III</sup> 9588 to Tm 232 006  
 XTm 91564 to XTms 95 85 564

### JUNE 2004

**New:** RABDe ICN – 500 035 Am 843 054 - 057  
**Withdrawn:** Tm<sup>II</sup> – 682 RBe4/4 1401  
**Renumbered:** Re4/4<sup>II</sup> 11387/90/6 to Re 421 387/90/6 Re6/6 11633 to Re 620 033  
 Tm<sup>III</sup> 9518/25/8 to Tm 232 009/7/8

### JULY 2004

**New:** RABDe ICN – 500 036 Am 843 007, 058 - 060  
**Withdrawn:** Tm<sup>I</sup> – 467/92 Tm<sup>III</sup> 914 Re4/4<sup>I</sup> 10030/2 Ee3/3 16389 XTm 91514  
**Renumbered:** Re4/4<sup>II</sup> 11276 to Re 420 276 Re6/6 11687 to Re 620 087  
 Tm<sup>III</sup> 9508/22/86 to Tm 232 012/10/11 XTm 91592 to XTms 9585 592

### AUGUST 2004

**New:** RABDe ICN – 500 037 Am 843 008 – 010, 061 - 064  
**Withdrawn:** Tem<sup>III</sup> – 326/60 Tm<sup>I</sup> – 445/76 Tm<sup>II</sup> – 737  
**Renumbered:** Re4/4<sup>II</sup> 11186 to Re 420 186 Re4/4<sup>III</sup> 11392 to Re 421 392  
 Tm<sup>III</sup> 9555/59/79 to Tm 232 013 – 015 XTm 91552 to XTms 9585 552