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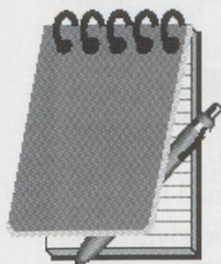
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International.

TGV 111 on the Zürich – Paris service left Zürich on 1st February with only 9 out of 12 traction motors working. Re4/4^{II} 11225 piloted the unit from Auvier to Les Verrières to prevent the train stalling on the

25‰ gradients over the Jura.

SBB Cargo are now operating 320 trains per week in Germany, reaching as far as Duisburg and Köln, using their Re 482 fleet and the Re 421 locomotives converted from Re4/4^{II} 11371 – 11397. In Italy, the company is now working 210 trains per week over the 3000V DC network primarily between Chiasso or Domodossola and Milan; power here is provided by the Re484 fleet, and Vossloh G2000 diesel locomotives.

↔ SBB CFF FFS

At 08:37 on Monday, 7th February, the computers controlling signalling in the Zürich area crashed, and could not be rebooted. Zürich box lost control of the remote interlockings between Enge and Wädenswil, suspending services towards Zug and Chur. At the same time, the internal telephone and information networks failed, crippling services

in the remainder of the controlled area, leaving passenger information screens blank and wiping out the PA network. Almost 2000 trains were seriously delayed or cancelled,

During PW work on the Bözberg route on 10th February, a wagon ran away at Villnachern and collided with a northbound freight train, killing one track worker. The line remained closed throughout the day.

The SBB suffered a number of derailments during January. These included nine wagons of a goods train in Chiasso yard on 19th January, the rear bogie of a BLS NPZ unit on a S2 working to Trubschachen leaving Bern on the morning of 26th January and the rear wagon of a goods train just north of Thun late on the evening of 27th January.

Freezing weather the night of 28th February/1st March saw multiple points failures and train delays (in part through frozen doors) affecting services throughout central Switzerland as well as the Brünig line.

A broken rail on March 2nd between Gümligen and Worb saw the suspension of all services on the Bern – Luzern line between Gümligen and Konolfingen until late afternoon. Bern S-Bahn route S2 continued to run as far as Gümligen, with a shuttle

FEDERAL RAILWAYS STAYS ON TRACK TO BIGGER PROFIT

Switzerland's Federal Railways has announced a net profit of SFr42.6 million for 2004 – its second annual profit in a row.

The company said that 2004 had been a key year, with a major timetable change as well as more passengers and goods being transported.

Profit rose more than 70 per cent over 2003, when it reached SFr24.9 million.

"This positive result was obtained, despite exceptional expenditures, thanks to increased productivity as well as consistent cost management," said the Federal Railways in a statement. Revenue rose eight per cent to SFr7 billion, while total costs reached SFr6.7 billion. The company made a loss of SFr12 million in 2002.

ALL CHANGE

The improved and extended timetable, introduced on December 12 was the largest restructuring undertaken by the Federal Railways in decades. It saw the introduction of connections between major urban centres every half hour. In all, 90% of all departure and arrival times were affected and more than half of all connections were improved.

The Federal Railways said the number of passengers using its services had increased to 253.4 million, 2.5 million more than in 2003. Goods transported in tons per kilometre rose by 1.8 per cent. But the Federal Railways' cargo division, the leading supplier of rail freight services in Switzerland, made a loss of SFr2.8 million. This was less than in 2003, when it was SFr33.1 million in the red. The division said, however, that it expected to make a profit in 2005.

In 1999 the Federal Railways was transformed from a federally controlled institution into a company wholly owned by the Swiss government.

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The first through freight train between Saarland and Italy, carrying steel-what else? See Notepad/International for more information.

©FotoSBB-Photo by Guy Perrenoud

bls

The EWIII sets have been formed into 6 coach Pendelzug sets (Bt, 3B, A, AD) and deployed on the following IR services

- Bern – Neuchâtel (3 sets, with Re 420.5 power, including one spare)
- Bern – Luzern via Langnau (4 sets, with Re465 power)

between Konolfingen and Langnau / Trubschachen in the advertised timings; the Bern – Luzern RE service was suspended between Bern and Langnau.

SBB Cargo Re4/4^{II} 11323 was destroyed by fire on the night of 23rd March 2005 between Arth-Goldau and Schwyz while operating as the trailing unit with prototype Re 6/6 11603 on a southbound freight train. The Re 6/6 was also slightly damaged in the fire. The line was closed for three hours and single line working was in operation for a further 11 hours as track and overhead were damaged. This is the 6th Re4/4^{II} damaged beyond repair; the others being:

- 11113 (1967) 24 Oct 2003 collision Zürich Oerlikon
- 11172 (1968) 08 Dec 1978 collision Vaumarcus
- 11282 (1973) 30 Oct 1975 collision/burned Landquart
- 11312 (1981) 14 Sep 1985 collision Bussigny (Renens-Denges)
- 11382 (1984) 31 Jan 2002 burned out (Leventina)

RECORD FREIGHT TONNAGE OVER THE LÖTSCHBERG

The demand for railfreight transit over the Lötschberg-Simplon seems insatiable. On Thursday 7th April 2005 freight trains with a record gross tonnage of 80,129 tonnes traversed the line.

For four years, since the enlargement of the loading gauge, the Huckepack HGV transit system has worked well and proved itself politically helpful. Since the opening demand has doubled in four years from 722 million gross ton/kilometres to 1,446 million. What's more growth is continuing and on 07.04.05 36 freight trains went south and 35 travelled north. The record is even more significant in that it was achieved on a normal working day under standard conditions, i.e. no strikes in Italy!

Source: bls



An SBB Am 840 belonging to the SBB Cargotia subsidiary is pictured at Chiasso alongside an ex Czech Hupac locomotive, illustrating the integration in services taking place all over Europe.
© FotoSBB-Photo by Alain D. Boillat

'Traditional' BLS Re4/4 Pendelzug sets continue to be used, including, when there is a shortage of serviceable EWIII coaches, a replacement EWI coach or 'Jumbo' articulated coach coupled between the locomotive and AD coach.

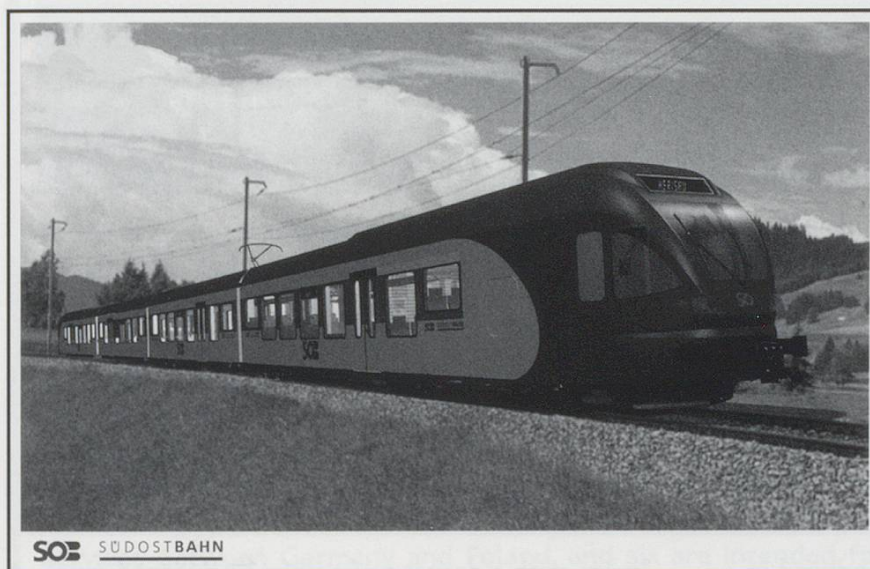
Since December 2004, BLS Cargo has been working 120 freights per week over the Gotthard route.

BLS / RM

The merger of the two companies has been postponed until January 2006 due to administrative difficulties.

SOB SÜDOSTBAHN

11 4-car FLIRT EMUs have been ordered; delivery to commence early 2007. An artist's impression of the new units is pictured below courtesy of SOB.



THURBO

To relieve peak hour loadings, 20 strengthening coaches have been ordered from Stadler for the RABe 526 7xx fleet, which will convert the units from GTW 2/6 to GTW 2/8 formation. It has reduced its order for FLIRT from 80 to 75 to cover the cost. Deployment is planned for Spring 2006 on the St Gallen S1 (Wil – St Gallen – Altstätten) service, replacing NPZ units.

Two NPZ AB coaches from the old MThB fleet were hired to SBB during February to strengthen SBB NPZ units for the Zug Stadtbahn. Ex SBB middle entrance LS AB coaches took their place in the THURBO units.



The body of ABt 147, heavily damaged after striking a landslide in July 2004, has been condemned and will be replaced by a fourth low-floor bodyshell from RJ-Bahntechnik on the style of ABt 121-123. While the original bogies will be reused, the driving equipment will only be compatible with BDe 4/4 31-35 and Ge4/4 1, rather than BDe4/4 46 / 47 as previously. With accident-damaged ABt 133 away at Landquart Works for overhaul, Ge4/4 1 has been running with an SGA pendel set.



Bhe2/4 3015 has been converted into a Dhe2/4 luggage van with three roll shutter doors for conveying palletted luggage to the hotels on the line.

Rhätische Bahn® Ferrovia retica Viafier retica

The main line service pattern was changed yet again in the December 2004 timetable, to give the following services

- Disentis – Scuol-Tarasp (Ge4/4^{II} + 5 coaches)
- Landquart – Davos Platz (Ge4/4^{III} + 6 coach Pendelzug)
- Scuol-Tarasp – Pontresina (Ge4/4^{II} + 4 coach Pendelzug, including 'bike coaches' WS 3911-3913 in summer)
- Chur – St Moritz (Ge4/4^{III} + 6 coaches)

This service pattern applies high season, while in the low season (25th April – 20th May, 17th October – 10th December) the following pattern applies

- Disentis – Landquart – Davos Platz (Ge4/4^{II} + 5 coaches)
- Klosters – Scuol-Tarasp (Ge4/4^{II} + 4 coach Pendelzug)
- Saglians – Pontresina (Ge4/4^{II} + 4 coach Pendelzug)
- Chur – St Moritz (Ge4/4^{III} + 6 coaches)

Ge4/4^{II} locomotives 701 – 707 have no booked passenger working.

On the Oberland line, a 3-coach Ge4/4^I Pendelzug

SEPTEMBER 2004

New: RABDe ICN – 500 038 Am 843 065, 067
Withdrawn: Tm^{II} 623/32, 721/75 Ee3/3 16395 Em6/6 17002/4-6
Renumbered: Tm^{III} 9523/58/53 to Tm 232 016-018

OCTOBER 2004

New: Am 843 011, 066, 068, 069
Withdrawn: Tem^{II} 322 Tm^I 507 Tm^{II} 766
Renumbered: Tm^{III} 9589 to Tm 232 019

NOVEMBER 2004

New: RABDe ICN 500 039 Am 843 012-014, 070, 071
Withdrawn: Te^{II} 148/73 Tem^{II} 357 Tm^I 491/4 Tm^{II} 625, 731
Renumbered: Tm^{III} 9561/67/82 to Tm 232 020-022

DECEMBER 2004

New: RABDe ICN 500 041 RABe 521 029, 030 RABe 523 001, 009-012
 Am 843 072, 073
Withdrawn: Tm^{II} 695, 718 Tm 940 Re4/4^I 10034 Bm6/6 18502 Am6/6 18526
 Tm 235 000, 006
Withdrawn & sold: Re4/4^{II} 11110/17/19/23/37/42 to BLS Re420 501 - 506
Renumbered: Tm^{III} 9533/85 to Tm 232 023, 024
Named: RABDe 500 029 *Eduard Speiterini*

JANUARY 2005

New: Am 843 074-077, 086
Withdrawn: Tm^{II} 841/50 Ae6/6 11475 Em6/6 17001 Bm4/4 18402
 Bm6/6 18512
Renumbered: Tm^{III} 9521/62 to Tm 232 026, 025

FEBRUARY 2005

New: Re 482 001, 002 Re 484 003, 004, 006, 007 RABDe ICN 500 042
 RABe 523 002 Am 843 087, 088
Withdrawn: Tm^{II} 774, 830 Ee3/3 16421
Renumbered: Tm^{III} 9524 to Tm 232 027

working, 17.24 Chur – Ilanz, was introduced in December 2004, calling only at Ems Werk between Chur West and Castrisch. This replaces mixed train 4273 (17.30 Chur – Ilanz), introduced in December 2002, which has suffered from persistent late running.

All the Be4/4 Pendelzug sets are once more concentrated at Landquart, with five of the units diagrammed for the local services, which now operate Chur – Thusis and Rhäzüns – Schiers at hourly intervals. Two of the Ge4/4 Pendelzug sets, which were used in the Chur area, have been transferred to Samedan to cover the St Moritz – S-chanf local diagram.

The first coaches have appeared in a revised red

livery, with a deeper waist silver line carried over the doors with a red band. In a similar fashion to Virgin Trains, the first class gold cantrail band now only appears over the entrance doors and adjacent toilet compartment...



A diversion through a 45 m long, combined road / rail tunnel, near the old halt at Les Salines opened on December 12th. To accommodate the work buses replaced the Bex – Bèvieux section during Autumn 2004.

WENGERNALPBAHN

BDhe4/4 103 was broken up in January.

**BILL WEBER IN THE USA SENT THIS PRESS RELEASE FROM CANADA
BOMBARDIER AWARDED ORDER FROM EUROPE'S ANGEL TRAINS**

MONTREAL - Bombardier Transportation announced it has received an order from Angel Trains for the delivery of 36 TRAXX locomotives for European operations, consisting of 26 Bombardier TRAXX FI40 MS multi-system locomotives and 10 FI40 DC locomotives under an agreement that offers Angel Trains the option of ordering up to 100 locomotives. This order by Angel Trains is intended to complement the company's existing fleet of diesel and TRAXX AC locomotives. The first order



for 36 locomotives, including a variety of types, country-specific signalling equipment, and options, is valued at \$202 million. Delivery of the DC locomotives is scheduled between October 2006 and March 2007, with the multi-system locomotives following between January 2007 and September 2007. The locomotives will be manufactured at Bombardier's facilities in Kassel, Germany.

Building on the 35 Bombardier TRAXX AC locomotives already owned by Angel Trains, Europe's largest locomotive leasing company, Bombardier intends to offer the multi-system locomotives for deployment on international services in Europe. Ten of the TRAXX MS locomotives are earmarked for services between Belgium, the Netherlands, and Germany. Another 10 will operate shuttle services between Germany and Poland, and six are intended for cross-border services between Germany, Austria, Switzerland, and Italy. The 10 TRAXX FI40 DC locomotives are designated for deployment in Italy. The modular multi-system locomotive, which is tailor-made for freight services within Europe, is designed for both DC and AC power supply systems, and can be equipped with all the various train safety systems currently in use in Europe.

Photo©Bombardier

zb Die Zentralbahn.
→ Luzern Engelberg Interlaken

A new diesel locomotive, HGm 104 001, was delivered from Stadler Bussnang to Stansstad on 19th January. It is fitted with low-particulate filters for tunnel work.

Ex-LSE De4/4 121 has been withdrawn following a transformer explosion. Ex-Brünig De 110 004 has been reinstated to replace it.

HISTORIC

Bulgarian Railways (BDZ) 2-8-2 No. 01.22 arrived in Switzerland on 28th March, being towed from Konstanz to Papierfabrik Cham at Gisikon-Root by ex-BLS Ae6/8 208. Originally built by SLM (no. 3592) in 1935, as one of a group of six, the engines are known as 'Tabaklok' as cash-strapped Bulgaria paid for the engines in tobacco! The locomotive was shipped by barge up the Danube from Bulgaria to Regensburg in Germany in February, from where it was moved by rail. It is intended to cosmetically

We can all dream can't we? An SBB locomotive in Köln next to an HGK GM 66. If only this was Daventry or Dollands Moor or indeed anywhere in the UK!

© FotoSBB

restore and display the engine in the Verkehrshaus this summer, before restoration to working order.

SBB Historic

TEE unit 1053 has had updated air conditioning and PA systems installed by Bombardier Villeneuve.

It is proposed to overhaul RhB ABe4/4 454 (ex BM BCe4/4 4) for the centenary of the Misox line in 2007.

METROS/TRAMS



Wheel turning for the TSOL fleet is now carried out at Geneva CFF depot rather than Lausanne; units are transferred to the depot from Renens using an adapter wagon behind a CFF locomotive rather than running under diesel power.

Tunnelling for the extension of the Lausanne – Ouchy line hit a setback on February 22nd when a waterlogged sand layer collapsed, leaving a large hole in the Place St Laurent.

BERN MOBIL

The first of the 15 Combino units has been returned to Siemens for precautionary overhaul.

Two views of recently delivered 'Flirt' units. Above is a metre gauge version for the Zentralbahn pictured between Interlaken and Meiringen. Below is a standard gauge unit recently delivered to SBB for the Zug S-Bahn which includes first-class accommodation. Both photos Mulimage / Erismann, Gessler and © FotoSBB

