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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Withdrawn: Tm^{II} 623/32, 721/75 Ee3/3 16395 Em6/6 17002/4-6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Withdrawn: Tem^{II} 322 Tm^I 507 Tm^{II} 766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Withdrawn: Te^{II} 148/73 Tem^{II} 357 Tm^I 491/4 Tm^{II} 625, 731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Withdrawn: Tm^{II} 695, 718 Tm 940 Re4/4^I 10034 Bm6/6 18502 Am6/6 18526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Withdrawn & sold: Re4/4^{II} 11110/17/19/23/37/42 to BLS Re420 501 - 506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Withdrawn: Tm^{II} 841/50 Ae6/6 11475 Em6/6 17001 Bm4/4 18402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Withdrawn: Tm^{II} 774, 830 Ee3/3 16421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 Rhâzüns – 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.