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ABOVE: The 0904 Arosa – Chur train leaves Langwies viaduct on 21/07/2002, a 4 coach train powered in the rear by 618 Bergün/Bravuogn and 613 Domat/Ems.

BELOW: Arosabus 5 deputises for one of its newer stablemates, 13/07/2005.



but the three red sets were all used throughout the day. With only three driving trailers available at best, running round again became commonplace and the driving trailers were observed away from their proper haunts. In 2008 the early morning service had again been revised and the service was once again operated by three train sets using driving trailers. Services are still strengthened using the elderly coaches, although

shunting is now carried out by the full train whilst from time-to-time double heading can be observed.

BELOW: Mercedes PostAuto at Laax on service to Ilanz, 11/07/2005.



## WHY SWITZERLAND?

It was in 1976, shortly after our marriage, that Lilian suggested that we should have a holiday abroad. "No way" I replied, "there are plenty of places (I really meant buses) in the British Isles that we haven't seen yet". And so it was that in the June we flew to Zurich to join a 7 day tour of Lichtenstein, Austria and Switzerland. At that time, you were only allowed to take £50 in currency and the value of the pound was falling daily. The meals at the hotel in Vaduz were dreadful and things were no better at Flirsch in Austria. Our courier

assured us that the meals would improve to Bivio in Switzerland - and they did! However, by then I had only seen one train (ÖBB) and very few buses so I announced that I was never going abroad again. Our journey back to Zurich Airport took us through the city centre where I was absolutely stunned by the sight of immaculate blue and white trams. "We have to come back here" I remarked. And we did. And then I discovered the trains. The rest, as they say, is history.

**Ian Athey – SRS Chairman**