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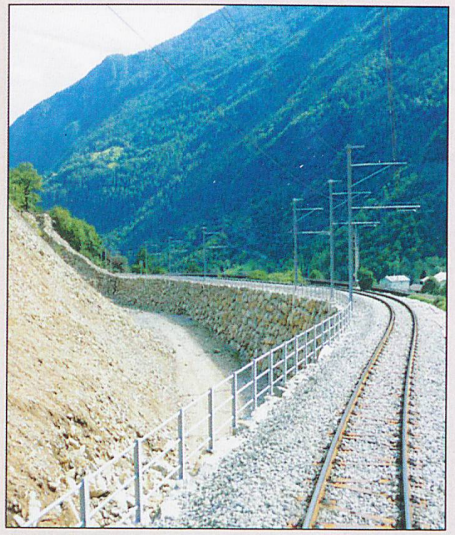
An SBB train with grey coaches passes beneath the S.Salvatore funicular by the main line station of Pardiso at Lugano in 1982. PHOTO: *Tony Colbeck.*

The trains to Gornergrat continue to run even though major engineering work is being done on the parallel track. PHOTO: *Neil Medland.*

Here is an ICN 500 class just out of the Gotthard Tunnel and passing through Airolo at speed on 22nd December 2009. PHOTO: *Bryan Stone.*

Dropping from Ospizio Bernina towards Poschiavo – definitely not MITV weather in October 2009. PHOTO: *Neil Medland.*

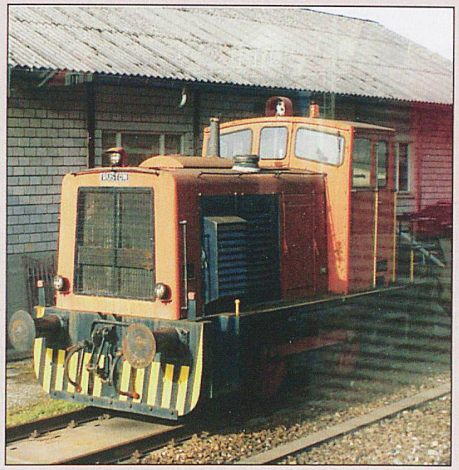
PHOTO GALLERY



Following the problems at Brusio early in 2009, this view shows some of the repairs to the track.
PHOTO: *Peter Dixon.*

470 007 passes 'over the top' at Airolo in deep snow (about 30 cm) on 22 12 09. It was on time northbound Milano – Zürich, just 9 days into the new timetable, and already has got Trenitalia marking in place of the discredited Cisalpino.
PHOTO: *Bryan Stone.*

On a sunny October day another train approaches the summit station at Gornergrat. PHOTO: *Neil Medland.*



At Flüelen on a private siding (and not accessible) there is this four-wheel, side rod-transmission, diesel shunter built by Ruston in Britain. Bryan knows nothing of this little engine, but it looks rather like those used on BR at one time, 11507 and 11508, built in 1956, of which his ABC tells him they had an 'SLM type friction clutch in a Ruston gearbox'.
He wonders if its a cousin of those.
PHOTO: *Bryan Stone.*

BLS RBDe on fire on 16th December, 2009 at Biel/Bienne. See report on page 40.

In October, one of the viaducts further up the Albula valley didn't warrant red cladding.
PHOTO: *Neil Medland.*

VRB He2/2 No 18 is seen at Rigi Kaltbad. PHOTO: *Tony Colbeck.*

Before the modernisation of the station at Wengen, a WAB unit is seen there in 1985.

PHOTO: *Tony Colbeck.*

Alan Snowdon's friend, Beat Feller – an MOB driver, sent him this picture of GDe4/4 606 'login' with new MOB low floor coach Bs 231.