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note loading operations underway at Cossonay on weekdays and further loaded wagons parked close to the Holcim works at Eclepens. The latter wagons were moved to Yverdon in the early evening but as with the Saturday loading operations, Cossonay will normally produce a trainload consignment for a direct evening trunk service.

To the east of Lake Geneva, Roche (VD) has a loading conveyer, and a further loading facility is located near St Triphon Yard. That said there are no dedicated sugar beet train services listed in the SBB Graphic Charts, so I assume any associated rail operations are worked on a local control basis with wagons routed via Lausanne Triage Yard. Nyon is the furthest location to the west where there is a dedicated early hours trunk service delivery of wagons from Aarberg and an evening return loaded service scheduled. As with all aspects of SBB Cargo's operations, there has been a good measure of streamlining of the seasonal sugar beet services in the last few years but certain locations do produce associated daylight moves of wagons to add to the day-to-day domestic freight activities. ☞



TOP: The loading operations at Yvonand, where not a single sugar beet tuber is wasted!  
 BOTTOM: The late afternoon collection at Yvonand was being performed by 610 482 'Delémont', September 2010.

## Bex Town Tram

Many members will know the BVB (Bex–Villars–Bretaye) metre-gauge railway, between the towns of Bex and Villars-sur-Ollon and its extension to the Col de Bretaye in the Chablais region of southwest Switzerland. However they may not be aware of an unusual little operation on the lowest section of the line on weekday mornings. Analysis of the timetable shows a basic hourly service throughout the day on the core Bex – Villars section of the line, but also reveals a weekday mornings only single round trip from Bevioux, where the BVB's main depot is located, to Bex CFF station at 06.58, returning at 07.12. This section of the line is primarily street-running through Bex town centre and this unique



## Sam Dixon

service is usually worked by a tramcar of 1948 vintage. I made an early morning visit to Bex in September 2013 to ride this service, and Be2/3 tramcar No.16 emerged from Bevioux depot building a few minutes before departure time. It slowly filled up at each halt as it rolled through the narrow streets of Bex town centre, resulting in a full load of passengers being deposited in the main square in front of the station to connect with the CFF's morning peak services. The return working ran empty, except for me, and the tram disappeared back into the depot – its day's work done after just 26 minutes of revenue earning service! ☞

TOP: No 16 at Bex station.  
 LEFT: No 16 at Bevioux Depot.