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TAKTFAHRPLAN 20

The Taktfahrplan (literally, timetable with time or rhythm) is 20 years old on May 23rd. On this day in 1982, the first regular interval Swiss national timetable made its appearance, bringing in hourly express services on all principal routes and planned (and, normally, held) connections into even the smallest local service, whether train, bus or boat. Principal stations would see departures for all points within 10 minutes of each other, all based around 'just after the hour' departures from Zürich Hbf. Services improved at a stroke; in 1981, for example, you could find a two hour gap in the service from Bern to Lausanne at midday, or from Brig to Bern in mid morning. From May 1982, you had to struggle to find a connection that was worse than 15 minutes if you were travelling in a 'normal' direction.

A new format Kursbuch also made its appearance, banishing hard to read notes, small type and overlapping tables. The summer 1981 Kursbuch ran to 408 pages covering international and internal trains, lake services, funiculars and postbuses, while the 2000 - 2001 Kursbuch, excluding international services and buses, runs to just over 1000 pages. A new numbering scheme banished the old suffixes into oblivion: for example, Chur - Arosa changed from 90a to 930, while Vallorbe to Domodossola, once all covered by Table 20, became Tables 200 and 100. Lake services and buses were given table numbers relating to connecting rail services, improving readability in one swoop.

20 years on, the third evolution Bahn 2000 timetable is now in use, with half hourly intervals on many lines. Bustransit has brought about a number of line closures, but the principles of regular interval services and integrated transport seem well established and cherished. This year marks one change; the June 2002 timetable will only run until December, as the UIC timetable change period shifts for the first time to the end of autumn.

Brian Hemming

SBB STOCK CHANGES AND SOB RENUMBERING

JANUARY 2002

New: Tm 234 100

Withdrawn: Te^{III} - 169 Tm^I - 471/75/86/88

Rebuilt & renumbered:

XTm 91578 to XTms 95 85 578

FEBRUARY 2002

New: Tm 234 101

Withdrawn: Ee3/3^{II} - 16501

MARCH 2002

Renumbered: Re4/4^{II} 11397 to Re 421.397 (new Cargo livery)

New SOB No.	Prev. Co.	Prev. No.	Notes
Eb 006 009	BT	Eb 006 009	Historic loco (BT Eb3/5 9)
Xm 096 061	BT	Xm 096 061	
TellI 216 035	BT	TellI 216 035	
TellI 216 036	SOB	TellI 216 451	
Tel 216 037 - 039	SOB	Tel 216 452 - 454	
Tml 236 001, 002	BT	Tml 236 001,002	
Tm 236 004, 005	BT	Tm 236 004, 005	
Tm IV 236 006, 007	BT	Tm IV 236 006, 007	
Tm 236 008 - 010	SOB	Tm 236 433, 434, 432	
Be 416 011	BT	Be 416 011	Historic loco (BT Be4/4 11)
Be 416 014	SOB	Be 416 014	Historic loco (BT Be4/4 14)
Re 446 015 - 018	SOB	Re 446 445 - 448	
Re 456 091 - 096	BT	Re 456 091 - 096	
Ae 476 012	SOB	Ae 476 468	
BDe 556 041 - 042	SOB	BDe 556 490 - 491	
Be 556 043	BT	Be 556 043	
RBDe 566 071 - 076	BT	RBDe 566 071 - 076	
RBDe 566 077 - 080	SOB	RBDe 566 400 - 403	
BDe 576 048 - 049	SOB	BDe 576 480 - 481	
BDe 576 050 - 053	BT	BDe 576 050 - 053	
BDe 576 054 - 059	SOB	BDe 576 482 - 487	
Am 846 033	SOB	Am 846 461	
Eea 936 031, 032	BT	Eea 936 031, 032	

Renumbering effective
from 15/03/02

SOB SÜDOSTBAHN