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## INTERNATIONAL

### SBB / FS

The winter snow did nothing for punctuality on the Zürich – Milano services; despite the provision of standby ETR470 sets at both termini it was necessary to turn trains round at Zug or Arth-Goldau. The ETR 470 units now carry a technician on every trip, just like the old TEE units

### SBB / ÖBB

Punctuality of the revamped Railjet services from Austria has been poor as well, with only one train arriving on time in the first 30 days. The issue here is that a late arrival at Buchs means that the train misses its path from Sargans and is then delayed behind S-bahn services into Zürich. The complexity of reconfiguring the train set from Austrian to Swiss operation does not help punctuality either.

### SBB / DB

From 21st March, the Zürich – Stuttgart service has reverted to a loco-hauled SBB EC rake from DB ICE-T units of type 411, due to availability issues with the latter trains. Locomotives are exchanged during the (5 minute) reversal at Singen, and there are some minor variations to timings

### SBB / SNCF

SNCF stock was last used on the Genève local services on 11th December, with the hired-in set returned to SNCF on the following day. The three RABe524 FLIRT units are being used on Genève – La Plaine diagrams only, as they are not licensed for use in France; Bellegarde services are maintained by the older Bem550 sets.

## SWITZERLAND

### SBB

Ae6/6 diagrams were down to seventeen from December, but were planned to rise to twenty one from February.

The first 6-car FLIRT set, RABe 524 101, started trials on 11th February. For use on TILO services, the group has been given an 'ETR 524' designation by Italy, in comparison with the Italian designation of the 524.0 series as 'ETR 150'.

Alsace FLIRTs RABe 522 001 / 2 have been reconfigured as standard units and released to traffic as 523 032 / 033 in

December. 524 001 was named *Lombardia* on 17th October at Como, while 521 004 was named *Lorrach* at that station on 3rd November.

The initial Ee922 allocation is 001 & 003 to Zürich, 002 to Romanshorn and 004 to Basel (see also Sidetracks). Naturally staff training will be needed before they can be used regularly at these locations.

### ZB

The track upgrade programme is continuing with new turnouts were being installed at Alpnach Dorf and Sachseln last November, allowing the entry speeds to the loops to be increased. The loop at Kaiserstuhl was reinstated in December.

The first 'Engelberg Pendelzug' formation, HGe101 / A / B / B / ABt8, has been approved for operation and went into use on Luzern – Interlaken IR services on 21st January.

The first modernised LSE set entered service in January, formed of BDeh 140 006 / B 555 / ABt 929; presumably the coaches have been renumbered into the main ZB number range from the erstwhile LSE range, with the Country Code (see SE 101) changed from '39' to '85'.

### SBB / BLS / Crossrail

At 02.40 on 28th January, BLS Re 485 002 on train 43695, Basel Bad – Domodossola collided with Crossrail Re 436 113 / 185 596 on train 40162, Novara – Genk east of Brig station. The three engines, plus 2 wagons, were derailed with damage to the rest of both trains. The Simplon tunnel was closed for much of the day while train 40162 was recovered from the tunnel by the tunnel rescue train and the wreckage cleared; passengers were transferred by bus over the Simplon Pass to Iselle from where replacement trains ran to Domodossola. The Re4/4 in the middle of the sandwich was severely damaged, while the two TRAXX engines were relatively unscathed.

BLS has hired ETCS –fitted Re4/4 182 and 185 to Crossrail, who have also hired five TRAXX 185s from Alpha Trains.

Crossrail have agreed to transfer maintenance of the ex RM Re436 111 – 115 to SBB for the 2010 – 2014 period, with major overhauls carried out at Bellinzona, whose first task will be to

decide whether 436 113 will be written off following its collision damage.

## BLS

On the 31st March BLS placed an order with Stadler for 28 four car double-deck EMUs for Bern S-bahn Routes S1, S3 and S6, for delivery between 2012 and 2014. At a contract value of CHF494m it is the biggest order that BLS have ever placed. Cantons Bern and Fribourg approved the contract as did the BAV (Federal Transport Office).

Agreement has been reached to sell the ex-RM GTW units to SBB from 2013 for use on services in the Jura.

Re4/4 187, damaged in a collision at Biel RB, has been withdrawn and is being used as a 'Christmas Tree' at Spiez. Fire-damaged NPZ RBDe 535 730, Ee 936 131 (ex RM) and the five prototype Re4/4II, Re 420 508 – 512, have also been withdrawn. 508-511 are going for scrap, while 512, originally retained as a Heizlok at Langnau, was replaced by Re 420 506 on 9th March.

## BDWM

The 14 new Stadler units ABe4/8 5001 – 14 are due to enter service from May. BDe4/8 21-25 will go to join their cousins on the WSB, while BDe8/8 1-9 will be retired; 7 has already been withdrawn.

## LEB

In the last 10 years the LEB has seen a doubling of its traffic. To cope with this it has already increased the frequency on its main route to half-hourly and now plans to run a fifteen minute headway service on the Flon to Cheseaux section from this December. This service upgrade will need additional equipment and in January the first of six new 2-car low-floor RBe4/8 EMUs arrived from Stadler's Altenrhein works. It was formally launched on February 17th and the six units will enter passenger service in May. The CHF41m cost has been underwritten by Canton Vaud. If required intermediate trailer cars can be added to the new units (which have a 1400kw power rating) in the future.

## RBS

The first stretched unit on Line G, Be4/10 89, entered service in March.

## RhB

The absence of an intermediate stop

between Samedan and Alp Grüm on the summer Bernina Express confirms that services 951/950 will be worked by the new Allegra units; these have been tested on the Davos – Filisur section throughout March.

Samedan station will be upgraded from July onwards, with the platforms height raised to 40cm.

ABe4/4 51 and Ge4/4II 619 have been painted in a predominately dark blue livery to celebrate the Berninabahn centenary.

The 16th January centenary launch event saw all four generations of Bernina treibwagen on display at Pontresina.

## TPC

The winter extra trains 426 / 463 between Aigle and Les Diablerets on the ASD section have been covered by an AL Pendelzug set.

## URBAN TRANSPORT

### TPG

The inauguration of the 3.3km extension of Lines 14 and 16 from Avanchet to Meyrin took place on 12th December. New Bombardier trams 882 / 883 / 885 / 886 took part in the opening ceremony; AGMT historic trams Be4/4 67 and Be2/2 125 also appeared on the day.

Thirty two Tango units have been ordered from Stadler, entering service from December 2011 to 2014, with the option of 14 or 24 more if so desired.

## HISTORIC

### VEHE

As its first work after overhaul, Ae6/6 11421 was used on 7th March to move Ae4/7 10999 and Tem<sup>n</sup> 279 from Glaris to Biasca. This engine is actually hired from SBB Historic, rather than purchased as recorded in the March *Swiss Express*.

### DFB

The Oberwald – Gletsch section reopening is scheduled for 13th – 15th August.

### SBB Historic

RAe2/4 1001 was used to run a charter trip from Bern to Brunnen on the evening of 19th March for the Infothek participation in the Bern Museum night.