

Lyria takes over TGV POS

Since late August 2012 Lyria, the joint venture of SNCF and SBB, has been using the first TGV POS trains on the Lausanne – Paris route. In the near future, 19 such TGV POS units are to replace the older TGV PSE trains deployed since the early 1980s for services between Paris and the Swiss cities Lausanne, Genève and Bern. In the next few months SBB was to successively apply new adhesive foils to all 19 of these TGV POS trains in Zürich, on behalf of SNCF. A material sample on the first of the intermediate coaches, built between 1993 and 1996, aroused suspicion of an asbestos-containing filler. After this the work was not even started, and the train needed for the presentation received provisional adhesive foils in Paris. Further procedure is still unclear.

As of the next timetable change in December, Lyria will offer one additional direct connection: every Saturday there will be a new train pair Lille – Genève – Lausanne – Brig / Brig – Lausanne (– Vallorbe) – Lille, while the existing Paris – Berne train pair will be extended to Interlaken. (mr)



TXL advertising on DB Intercity train

The IC train pair 2083/2082 Hamburg – Berchtesgaden is the last DB service on the branch line from Freilassing since the Berchtesgadener Land Bahn took over regional traffic. The trains are normally hauled by leased MRCE locomotives. At the end of August 2012, locomotive ES 64 U2-029 (182 529) was deployed on several occasions carrying large-format advertising for TX Logistik (TXL). TXL is a competitor of DB Schenker in the freight traffic business and belongs to the Italian State Railways. (mr)



Former SBB Eurofima coaches in the Czech Republic

In early September 2012, the 12 Eurofima coaches sold by SBB to the private operator Regio-Jet arrived in Praha (Prague). It is expected that prior to entering revenue service on the Praha – Ostrava corridor, they will be modernised and repainted in yellow, the corporate colours of the new owner, especially since some of these coaches had been mothballed for many years and several are oversprayed. Originally, the Eurofima coaches were to have been sold to DB, after undergoing refurbishment and conversion to second-class fittings at SBB workshops. The deal, however, fell through and DB only took over the first two coaches to have completed the refit programme (see RU 1-2/2012, p. 7). These vehicles are now in use in Germany as particularly comfortable second-class coaches. (mr)



Top: TGV POS 4413 is the first train to receive the new Lyria look. On 25 September 2012 it was first presented to the public at Paris Gare de Lyon (photo: J. Lüthard).

Centre: ES 64 U2-029 advertising TX Logistik hauls IC 2082 Berchtesgaden – Hamburg between Bischofswiesen and Hallthurm (photo: R. Alber, 28 August 2012).

Bottom: Locomotive 750 096 has just hauled the 12 former SBB Eurofima coaches to Praha-Smichov. Three Regio-Jet locomotives can be seen on the right (photo: D. Palko, 4 September 2012).