

New trains for Gornergratbahn

Transfer of the first of a batch of five new Bhe4/6 trains to Zermatt for the Gornergratbahn (GGB) took place on 8 April (see *Swiss Express* 141, March 2020, p32). Named *Polaris*, the batch carry fleet numbers 3091–3095 and their introduction will allow the introduction of a 20-minute frequency service on the line.



GGB Bhe 4/6 No.3091 stands in Visp station ready to be transferred to Zermatt on 8 April 2022. Motive power was Matterhorn Gotthard Bahn's HGe 4/4^{II} Nos.105 and 106 topping-and-tailing the new train with barrier wagons. Both these electric locomotives have recently been extensively refurbished. Photo: Peter Hürzeler

Matterhorn Gotthard Bahn HGe 4/4^{II} overhauls

HGe 4/4^{II} No.104 is the third of the series of eight 1986–1989-built former Furka Oberalp (FO) locomotives to be refurbished and overhauled. No.103 which entered SBB's Bellinzona works in mid-February will be the fourth. In addition to the former FO machines, one of the five former Brig–Visp–Zermatt (BVZ) locomotives will be overhauled and renumbered 109. The remaining four BVZ engines will remain in service for the time being but are only likely to be seen on subsidiary duties.

TPC announces plan for tunnel in Leysin

Transports Publics du Chablais (TPC) has announced an ambitious plan to divert the Aigle–Leysin line into a tunnel in Leysin. The section between Leysin-Village and Leysin Grand-Hôtel would close and be replaced by an underground section, without rack, to Leysin-Belvédère. A new station would be



Source: TPC

provided in the centre of the village which is currently not well served by the railway. If the plan goes ahead, work will start in 2026 and services commence in December 2030.

Limmattal Bahn on track for December inauguration

Installation of track and overhead for the 13.4 km-long light rail line from Zürich-Altstetten to Kilwangen-Spreitenbach was completed in April and the first of eight double-ended Stadler Citylink tram-trains has been delivered. Testing will start in the summer in advance of service introduction in December 2022.

When open, tram-trains will run every 15 minutes between Zürich-Altstetten and Killwangen-Spreitenbach stations. The line is double-track throughout, energised at 1200 VDC and over 90% segregated from road traffic. The stretch of the line between Farbhof and Schlieren is already used by an extension of Zürich tram route 2. This section will continue to be served by both services (at 600 VDC) once the whole line is opened. The Limmattal and Bremgarten–Dietikon lines (both operated by Aargau Verkehr) will also share a short section of track on the existing alignment of the latter in the centre of Dietikon.

Robert Amstutz adds: There are now thoughts to extend the railway via Neuenhof to Wettingen and Baden. However, opposition to this extension is becoming stronger by the day. The main arguments against (apart from the cost) are that an extension will require major road works and that there is already a good regular bus service from Killwangen/Neuenhof to Baden and Wettingen.

Furthermore, no solution has yet been proposed on how to bridge the River Limmat at Baden (the existing high bridge is too weak to carry the trains), nor the alignment into Baden itself.



Limmattal Bahn Tramlink Be/6/8 No.8001 *Rubin* at Bremgarten West on 23 March 2022. The tram-trains are being built by Stadler at their Valencia, Spain factory and No.8001 was delivered to Bremgarten in three sections by road low-loaders. Note the use of two words for the line's title. Until now, it has always been referred to as the Limmattalbahn. Photo: © Jürg D. Lüthard

Editor's Note

Sometimes these reports contain prior notice of planned work and interruptions of normal services. These are without guarantee. Readers must check locally, or on websites, when travelling to avoid disappointment, but also because such projects can change even at short notice.

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