

# Switzerland July 2009

Photos from this trip can be viewed on our [Fotopic site](#)

We came together at Leeds/Bradford airport for this trip, we, in this case being Metal Mickey, the exiled Brummie, Augustus Winthrope and myself, the ex-branch official, in time to catch Jet2's 12:50 departure for Geneva. We had put together a trip to 'all four corners' of Switzerland in an attempt to see as many of the remaining A/e 6/6 electric locomotives as we could before they all became history. The bad news is that this departed 2 and a half hours late! So, our leisurely drive to Lausanne for 2 hours line siding, then the hotel for a shower and dinner became a dash to the hotel. We had not used this hotel before and wondered what it held, it was dated and noisy, being right by a main railway line (oh dear) and the rooms we had just happened to overlook it! Hence to the good news, A/e 6/6 electrics 11465 and 11514 both passed right by our windows, both hauling freight trains. We dined in the hotel, with the passing trains disturbing our steaks, which were nice without being excellent. Despite the constant rumble of freight trains past our window, sleep came easily.

**Cully Hotel (21:15 – 22:30)** 11217/337/365 11465/514 11624 560005/113

Day two started as day one finished, with us all on our balconies well before breakfast, it was worth it as a further A/e 6/6, this time 11520, entered our books. When it came, breakfast was plentiful if limited in choice, the passing trains continued to distract our attention and we were late on our departure time due to Metal Mickey's inability to stop photographing from his balcony! The GPS then played its part by not having our first call programmed in ('I put them all in' bleated Metal Mickey, 'I don't know what happened here'). The exiled Brummie and Augustus then began comparing operation scars, discussing a nurse called Angela Plast and how she had to 'hold the groin', I'm sure they had drifted off into a slightly dodgy 1970's sex comedy starring Linda Lovelace! We were still late on our arrival at St Maurice, it mattered little as the depot here is essentially closed, it contained just steam loco 8512 and Tm480, the station was better, another A/e 6/6, 11440, was working in the yard and no fewer than 3 class 234's in the shape of 234066/068/119 were all busy round the station area. Having made up our lost time we dragged Augustus off the platforms and set off, heading for....I'd like to tell you but the GPS locked up and had to be re-booted (it should be retired). When she finally came to we were headed for Ardon. Here is a 'coop' exchange yard and we thought we may find a shunter or two; we did not as electric 11264 was doing that duty. Moving on, Sion came next, the yard was empty of locomotives but the small depot had Tem347 stabled by it, as we left 460022 passed. Sierre / Sidiers was our next call, here electric shunter 16457 was stabled in the station and a further 460 passed. It was now time to head for Brig, an hours drive away, and the catering trolley sprang into action.

We had not even started our morning coffee when we ground to a halt at Gampel – Steg as the exiled Brummie spotted A/e 6/6 610519 (formally 11519) stabled in the station, duly photographed we left it to its business and continued on our way. The sprawling yard at Brig has a road alongside and we made full use of this road, searching the yard from one end to the other. A further A/e 6/6 was stabled in the yard, 11517, but attention was dragged to BLS 'Brownie' number 165, which arrived on a waste train. In all 16 numbers were identified. Augustus 'bailed' at the end of the yard and walked onto the station, the rest of us headed for the depot. The depot engineer welcomed us and allowed us to wander round without a guide, the depot is a 'half roundhouse' plus a two road servicing shed, it was not full by any means but contained 13 further numbers. There was an A/e 6/6 'on shed' but it was one we had seen previously at Cully. Once we said thanks, we moved to the station and the party became whole again. We spent the next hour on the platforms, having lunch and photographing the trains. Electrics 620033 + 11277 gave us an example of the classic Swiss R/e 10/10 freight partnership and BLS 485006+485014 showed us the future. As the hour came to a close MGB narrow gauge electric 96 allowed its' self to be photographed and we 'took to the hills' heading for Biasca. We crossed the mountains, there was still snow on the top, and the temperature dropped down to a chilly 12 degrees, we stopped for a 'at the top' photo, then descended into Biasca. We know the depot here is closed, and that has not changed, but a line of 22 A/e 6/6 have congregated here on their way to Bellinzona, they are in one line, by the platform and all were identified, photos were harder, but we got one or two. Once happy we moved on to Bellinzona, where the yard produced two further A/e 6/6 electrics, 11452 & 11477 in a total of 16. The works car park gives the only view we know of

Bellinzona works, so it was there we went next. 'Preserved' 11401 was visible, not looking too preserved, also here were 11404, 11415 and 610500 (11500), so four more A/e 6/6 were crossed off the list. The station was next on our list and although no further A/e 6/6 electrics were here, there were 21 numbers to be had before we departed.

Final call today was Chiasso, almost on the Italian border; it's a sprawling station with a stabling point at each end and a small depot on the Swiss side. We did both stabling points, on the Italian side we found five MRCE class 189 electrics, all shiny black and all looking like they have not turned a wheel in anger, also here was 'Norg Cargo' electric 483014 and FM Cargo DE520-17. On the Swiss side, apart from Dispolok ES64F4089 there was little out of the ordinary to report. Our hotel tonight was the 'Conca Bella' in Chiasso, it was expensive, the rooms were good and the food extortionate!

**Cully Hotel (06:30 – 07:30)** 11197/200/336/347 11520 11623 460022/039/063/106/108  
460112 540007 560005/102 **Saint Maurice Depot (08:30)** Tm 480 Preserved steam 8512 **Saint Maurice Yard (08:40)** 11261/308/336/347 11440 234066/068/119 460019/103/118 560043/067 841016 **Ardon Coop Yard (09:35)** 11264 **Sion Station (09:55)** Tem 347 460022 **Sierre / Siders Station (10:30)** 16457 460108 **Gampel-Steg Station (10:55)** 11200 460106 610519 (11519) **Visp (11:13)** 560067 **Brig Yard (11:30)** 11132/213/273/285/290/297 11517 11607/624/662 234123 460024 610706 841021 BLS 165 465018 **Brig Depot (12:05)** Tm 912 11289/292/362 11465 16375/381/446/460 18505 420169 843503 **Brig Station (12:20 – 13:30)** 11180/231/277/301 16368/371 460018/027/032/052/077 560067 620033 BLS 485006/014 535103/110 MGB (Matterhorn Gottardbahn) 53 96 **Obergestein (14:20)** MGB 92 **Biasca Station Yard (15:50)** 11422/431/432/441/443/444/445/454/458/460/461/476/478/483/490/497/504/505 11509/511/515/516 11674 18435 234080/132 420160 524018 841029 DB 185146/219 Private owner ES64U2095 977002 **Bellinzona Yard (16:45)** Tm 8757/73 11114/228/326/358/368 11452/477 11679/681 16453 18405/430/435 482003 **Bellinzona Works [view] (17:00)** Tm 904 11183 11401/403/415 11604/637/676 482007/022/037 610500 (11500) **Bellinzona Station (17:15)** 11133/166/269 11635/646 16447 18412 470002 484009/013/104 500018/023/028 523017 524004/007/011/013/016 560129 **Chaisso Station SP's (19:00)** 11218/348/351 11635 483010 484007 524002/007 840003 843006 934558 FM Cargo 620.01 DE52-17 Nord Cargo 483104 Dispolok ES64F4089 MRCE 189403/405/406/407/409

Day three and breakfast was hardly worth the effort. There was Orange Juice, cornflakes, Cheese and bread, that's your lot! It was warm even at the time we left the building, we had decided to re-visit both SP's and it proved a good call as Italian locos 633093/125/437 & 655206 had all worked on overnight. Next we visited the small depot, the engineer had no problems with our visit, (despite not speaking English, German or French, just Italian) and we were not given a guide, there were 26 numbers to be had this morning which included a couple from private operator 'Del Fungo Giera' and a smattering of the new SBB class 840 diesels.

We settled in for a two hour drive to Thusis, Augustus and the Exiled Brummie drifted off with Angela again, so the catering trolley swung into action and coffee was served. A marked drop in temperature was evident once we had crossed the mountains and, although arriving over 60mins behind our scheduled time, we had to wait 20mins before any trains passed us at Thusis, then, just like London buses, we had three in 6mins! The meter gauge line here allows plenty of opportunities for photographs, with very little, if any, fencing, the Rhätische Bahn had even provided a photography platform at the end of platform 2 for us spotters and Augustus could not resist! After the mass excitement we headed into Chur, Clara gave up the ghost as we approached the city and it required a bit of 'seat of pants' navigation to get us to the station. Our one hour here rewarded us, with SBB S-Bahn liveried 11109 and 'Glassier express' liveried Rhb electric 651 providing a splash of colour to the many arrivals and departures which we photographed. Metal Mickey re-booted Clara and we found our way to Sargens, the depot is closed, now just holding SBB road transport and a plinthed Tm631 but the nearby sidings held three track machines. Turning our noses North we headed into Austria, looking for the depot and yard at Wolfurt, somewhere we have never been. We found it with little trouble, secured a full visit then wondered why we had bothered as there were just 7 numbers at home. Two heavy diesel shunters in the shape of 2068003 & 2068058, one electric shunter, 1063948 and four main line electric locomotives, our 'Austrian Adventure' over we headed back into Switzerland.

St Margrethen came next, last time we were here we found a scrap yard containing many small diesel locomotives. The scrap yard is still there, but there were no locomotives in it today, instead we had to make do with the five shunters on the station and the units that came in and out. We were running early so called at Rorschach, it's right by the 'Bodensee' (lake Constance), so close we had the right wheels in the water and the windscreen wipers were knocking octopus of the windscreen! We found just 841030 here, but one or two things passed, including DB's 185090 causing Augustus to walk for a photo to the other side of the station and a couple of Rorschach-Heiden-Burgbahn (Rhb) units. After this brief interlude we made for the hotel, the Walhalle in St Gallen, checked in and made straight for the main station. Here we spent one and a half hours in the company of trains from SBB, Südostbahn (SOB) and Appenzeller Bahn (AB). Dinner was taken at the hotel it was cheaper than last night and just as good, even though the station was just over the road, we could not get up the enthusiasm for a late night visit, so hit the sack.

**Chaisso Station SP's (08:15)** 11174/212/351/361 421384/385 474015 524002/015 DB 185114/118/145 Italian 633093/125/437 655206 Crossrail 185592 **Chaisso depot (08:50)** Tm 298 903/11/13 11273/340/355/360 11641/673 234138/222 474002/005/013/017 484006/007 840001/002/004/007/010 Del Fungo Giera 2000-51 752509 **Thusis Station (11:00)** Rhätische Bahn (Rhb) 114/17 513 608/51 702 **Chur Station (12:15 – 13:15)** 11109/116/200/227/237/241/327 16427/428 460009 560037 Rhb 231 513/15 601/07/08/13/20/23/24/31/51 **Sargens (13:45)** Tm 631 232047 234084/206 **Wolfurt (Austria) Depot (14:50)** 1063048 1116036/045/122/123 2068003/058 4024026 **St Margrethen Station (15:45)** Tem 343 Tm 8784 9652 232019 234010 526734/751/759/781 OBB 4024032 **Rorschach (16:30)** 11195 526704/744 841030 DB 185090 Rorschach-Heiden-Burgbahn 24 237916 **St Gallen Hbf (17:30 – 19:00)** 11165/195/227/232/241/266 16388 421374 460083/089 500007/012/013/039 526682/688/704/706/725/734/740/744/749/751/758/759/785 Appenzeller Bahn. 11 13 14 Südostbahn 456091/092/096 566072/073/076.

Day four started early with a party outside our hotel just before 6am. The party seemed to centre round a lady of horizontal recreation, a coach party of young men and Metal Mickey's imagination! As we were all awake we took an early breakfast, which was far better than yesterdays, photographed 11237 in the Hbf and headed onto the open road. It was a short drive to the Gbf at St Gallen where Appenzeller Bahn's number 12 passed us while we were photographing the shunting locomotives. Next came Wil, Frauenfeld -Wil-Bahn (FWB) have a depot here, (it was all locked up) as well as SBB (which is closed!). Needless to say, pickings were thin, so we moved on to Winterthur Tossfeld Yard. Picking here were just as thin, the shunting loco, 843062 being joined by just 11306 today.

We knew that we would get a few more at Zurich Hbf and we were not disappointed. We managed to find a free parking space and stayed for just one hour, noting 44 numbers in that time. A lot of the R/e 4/4 working we saw last time we were here now seem to be in the hands of class 460 electrics, but at least these provided a splash of colour, with 460053/071/101 all making a change from the normal red. We dragged ourselves off the station and moved on to Limmattal Yard, the only person actually here was washing his car and could not give us permission to walk round, so we had to view it from the car park and internal road. We probably missed 10-15 locomotives, but identified over 50 which gives an idea of how many were actually there. We found a few more A/e 6/6 electrics here, I'm sure there were one or two more but 11424/426/429/434/442/446/455/467/480/502 and 610486 (11486) were all identified. It was time to leave Zurich now, next call was Wettingen. Unfortunately the yard has been dug up, so we stopped for coffee by the line and the 15mins produced 4 trains. The depot at Brugg came next, SBB have actually left the site and it's now in the hands of a preservation society, they opened the roundhouse which contained two steam locomotives, 28 & 5819 and told us if we waited an hour they would give us a tour of their 'long' shed, which holds four more steam locomotives. Much to Augustus's displeasure, we declined the offer and moved on.

The yard at Lupfig produced four further numbers and the freight loading yards at Däniken 7, before we arrived in Olten. The depot here was all locked up so we had to make do with a view from the car park. That's not as bad as it sounds as everything outside was identified and with the passing trains our books were 50 numbers heavier by the end of it. There was a slight concern over the CCTV, but the exiled Brummie diverted their attention with his award winning song and dance show. Further A/e 6/6 electrics were identified here, in the shape of 11407/419/453/514, only one of which 11514 we had seen before on this trip. We were now headed towards Basel and our first call here was the yard at Muttenz, we found it easily, identifying locomotives was a lot harder. We had more than a little help

from the yard supervisor and used many spaces in the SBB staff car park, in all identifying 50 numbers. There were further A/e 6/6 electrics here, 11465/470/495/507/513 & 610463 (11463), but more interesting was one of the two prototype articulated R/e 6/6 electrics 11601, which amazingly could be photographed! Once we had spent over 90min obtaining views from all angles we decided we had got all we could get so moved on. We were early (again) so thought we would head into Germany and the depot at Haltingen. When we arrived there we were the only ones there, so we agreed to our visit. It started to rain, but it did not dampen our spirits and although the old depot is out of use there were still over 40 locomotives actually 'on shed'. These included BLS electrics 465002/011/017 485003/010/017, DB diesel 218326 and DB Netz 203307 (ex 202685). Once these were safely captured on film we failed to spot the turtle so headed back towards Switzerland and stopped at the yard at Weil am Rhein. Here we found the usual gaggle of DB heavy shunters, supplemented by SBB cargo electrics 421387/389, excitement over it was time to find our hotel.

We used the St Gotthard hotel tonight, opposite the main SBB station in Basel, it has no restaurant, but we were pointed in the direction of a traditional Swiss restaurant about 50yds away where we enjoyed traditional Swiss snails, followed by Pork and fried potatoes. Most of us lay off the traditional Swiss ice cream, but those that tried it, enjoyed it. We did a late night walk on the station, and then frequented the 'Blue train' bar for a last beer and a look at tomorrow's itinerary. After this last beer The Exiled Brummie and Metal Mickey heroically returned to the station to collect more numbers, while Augustus and myself had one more last beer, followed by a further last beer, then a final last beer before retiring to bed.

**St Gallen Hbf (07:30) 11237 St Gallen Gbf (07:40) Tem 336 Tm 8774 232040 234112/148 460014** with Appenzeller Bahn 12 passing **Wil (08:20) 11128 16443 232046 460101 841010 Frauenfeld -Wil-Bahn 11 12 16 111 236646 Winterthur Tossfeld Yard (09:00) 11306 843062 with 460010 passing Zurich Hbf (09:30 – 10:30) 11157/199/208/214 450006/023/033/057/060/066/072/108 460007/008/017/025/034/038 460047/048/053/066/068/069/071/072/074/084/085/089/093/101/104/109/117 500007/022 514004/030/051/055/057 DB401079/579 Zurich Limmattal Yard [view] (11:30) Tem 355/61 TM 608 8756/63/65/97 9668/74/79 11187/234/238/253/261/274/292/308/331/334/338/342/359 11424/426/429/434/442/446 11455/467/480/502 11629/645/656 18521/526 232006/017/032 234000/007/009/101 420186 450057 610486 (11486) 620065 831001 841031 843002/068 with 460079/085 passing **Wettingen (12:30) 450009 460071 521021/028 Brug Depot (13:00) 15301 Steam 28 5819 Brug Station 13:25) 11148/209/216 234221 450036/056/090/099/104 450114 500000 521030 540034 560063 841019 Lupfig (13:45) 11368 11679 16430 843090 Lenzburg (14:00) 234116 520002/003 843053/080 Däniken (14:33) 11124/284 16445 234223 460015 500031 843005/021/056 Olten Depot [view] (15:00) 11131/161/272/275/296/353 11407/419/453/514 11620/637/654 16459 232010 234059/215 420276 510001/014/016/017/100/102/117/119/121/127/130/131/134/208 510214 522007 523004 560034/054/082/101 561004 843026/027 847957 (ex DB 211215) with 460018/030/067/078/107 passing **Muttenz Yard [view] (16:30) 11162/170/178/180/190/321/248/249/252/277/305/330/356/364 11465/470/495/507/513 11601/613/614/621/637 232003/016 234057/067 421372/380 482024/025/029 610463 (11463) 620012/055/086 841006/017 843001/011/088 DB 294616 SNCF 37056 BLS 465014 Crossrail 185594/597/901/902 with 460016 and DB 401086/586 passing **Haltingen Depot [Germany] (17:45) 140681 145042/064/078 151058 152014/151/152 185018/100/111/117/122/126/128/129/130/132/135/140/147/149/159/172/206/214/262 185340 189038 203307 (202685) 218326 294798 363628/658 628318/342 641001/018 928318/342 SBB 485003/010/014/017 BLS 185576 465002/011/017 Weil am Rhein (18:20) 294183/740/776/843 SBB 421387/389 with 401084/584 and SBB 521025 passing. **Basel SBB (21:45 – 22:00) 11131/143 16513 460017/018/051/063/090 500025 521011 DB 401071 TGV 4408/17**********

Day five and this mornings breakfast was as good as yesterdays. A painless checkout was followed by an equally painless, but more expensive, escape from the car park then a drive to Pratteln that had more diversions than a professional diversion creator company! We did just short of two hours on the station here, with Metal Mickey cleverly disguised as a French Onion Seller (complete with stripy jumper) and although freight had really only just started running we got one or two, unfortunately the only A/e 6/6 electrics we saw, we had previously seen in Muttenz yard the day before. Soon it was time to move on, Hägendorf came next and it trying to locate the CWR depot we did an unscheduled

stop at the station, it's a wide open station with good photo opportunities if you are in the area, it could be worth a call. It did the trick and we got a bearing on the CWR depot, we found the entrance and 5 shunting locomotives (and R/e 4/4 11335) found their way into our books. Excitement over we made for Oensingen, where we parked the car by the stabling point which contained two shunters and R/e 6/6 620086, before moving on to Solothurn where we expected to find a A/e 6/6 in the yard, we were wrong, there were three! With 11466/506/518 all duly photographed we headed off to Biel. We were happily following Clara's directions when, on the outskirts of Biel, we passed through an industrial estate containing the company 'Halter Re-cycling' which just happen to own ex DB 332255 and this just happened to be available for a photograph, it would have been a shame if we had passed up this opportunity.

Biel depot was then located with no further un-scheduled stops and the foreman, totally distracted by the French onion seller he was talking to, was happy to allow our visit. There was not much at home at all, just five 'main line' locomotives, these did include A/e 6/6 11427, preserved 12504 and three shunting locos. We said our thanks and headed off, we found out later that there are (supposed to be) about a dozen A/e 6/6 electric's stored in the yard at Biel, but we never called so we can not confirm it. Next call was Zollikofen and the shunting tractor we came for was 232111 in 'Cargo' colours, in walking the length of the platform to photograph it, three freights passed us! We then headed into Bern, the whole centre is a mass of construction work and we could not find anywhere to park by the station, so we drove out to the BLS depot and viewed this from an over bridge, finding 13 further numbers. The nearby goods yard produced nothing, so we moved on. After checking into the hotel Alpha at Thun, we did the short drive out to Speitz and there viewed the BLS depot. This gave us an excellent photograph of 'Brownie' 163, before we did an hour and a half on the nearby station, in blistering sun, this was more than enough. Freight passed at regular intervals and included among them was A/e 6/6 610482 (11482) with a trip working, three further 'Brownies' and 'Crossrail' pairing of R/e 4/4 locomotives 115+114 being banked by 185594. Once the thirst got too much we returned to the hotel for a 'de louse' before joining the over 60's cycling association for a simple, but delicious dinner. Augustus Winthrope (the worlds oldest living cyclist) was right at home talking 'carbon fibre frames' and 21 speed racing gears, while the rest of us looked blankly into space, he then tried to tell us that the 'Grateful Dead' were the biggest selling band of all time. If anyone would like to put him right please address the letter to 'Augustus Winthrope, C/O the home for the musically insane, EMI Street, Virgin label, Tunetown. When the laughter died down it was time for bed!

**Pratteln Station (08:10 – 10:00)** 11128/133/147/161/206/296/353 11465/470 460017/051 500002 521001/002/003/008/009/012/013/014/016/017/022/030 522004/009/010 610463 (11463) 843052/070/077 BLS 485004/015 486507 DB 185139 **Hägendorf Station (10:40)** 11126/306 500024 560048 **Hägendorf CWR Depot (11:00)** Tm 628 Tm741 Tm9678/81 11335 18836 with 11637 passing **Oensingen (11:30)** Tm 8755/58 620086 with 11285/328 11607 46036 and (OEBB) De 207 passing **Solothurn (12:05)** 11126/170 11466/506/518 460034 843064 BLS 526262/227 Rbs 72 **Halter re-cycling, Biel (13:00)** ex db 332255 with 11126 passing **Biel Depot (13:10)** Tm 9462 11302/337 11427 11636/648 12504 16408/425/452 18443 234218 560005/014/059 with 460010 and BLS 565738 passing **Zollikofen (14:20)** 11271/278/290 11618/621 232111 460016/041 BLS 485005/009 565725/738 566236/239 Rbs 41/7/8 **Bern BLS Depot (15:00)** SBB 11146/337 11636 234128 BLS 023 420504/507/512 465006/008 525021 566233 with Rbs 59 passing **Spiez BLS Depot (16:45)** BLS 163 225042/043 245022/024 405007 425510 485003/014 with SBB 11330 11621 610482 (11482) passing **Spiez Station (17:00 – 18:30)** 11348 11635 460004/018/027/058/070/073/091 BLS 161/64/67/73/95 235083 420503 435101/111/112 465002/003/005/009/010 485007/015 525009/026 535104/108/109 565734 Crossrail 114/15 185594

The cycling club returned at breakfast, (I have not see so much lycra since 'Halfords' exploded and don't even get me started on what they were doing with the calf massage machine!) but we managed to steer Augustus away from the 24 inch, racing alloy, toaster. The exiled Brummie was not so lucky and the sight of a (at least) 70 year old woman, dressed top to toe in skin tight lycra, caused him to put hot milk on his 'sugar puffs'. Checkout was painless and the heavy downpour we walked into gave away the true nature of the cycling club as one by one they headed for the bar (07:30 and drinking beer! What a life). We loaded up the car for the last day, had a false start when Metal Mickey misplaced his French onion seller's jumper, and headed to the nearby Thurn station, it was so close Clara only 'woke up' as we arrived in the car park. We did two hours here, the sun came out and freight trains passed with the plentiful passenger workings. BLS 'Brownie' 165 put in an appearance,

SBB's 11271+11349+11684 worked through on a container train and plenty of colour was added by the many 460 electrics that now have advertising livery applied. Two hour later we were away and heading for the place that started it all off five days ago, Cully. An easy drive there belayed the problems we would have finding the car park and a session just short of an hour saw no passing freights, so in that was it was a bit of a waste. We cut our losses and moved on, our next call being the large yard at Lausanne. The shed forman was happy to allow us to walk round, in fact he came with us for the sunshine. Here I expected to find our last A/e 6/6 electrics of the trip and to that end 11446/473/485/512 610487/492/519 were all there. We said our thanks and drove round the corner to Morges Station for our final 20mins in Switzerland, there was plenty happening on the passenger front, but, fittingly, it was A/e 6/6 11517 that became the last number in our books.

We pointed the car towards Geneva airport, Metal Mickey lived up to his name by taking four attempts to pass through the metal detector and Jet2 did the rest. Metal Mickey took a dozen further photos of bits of ground (can't wait for that slide show, 'this is a bit of ground 60 miles south of Paris, this is a bit of ground 10 miles north of Paris, this is a bit of ground with water in it.....) then told us that a Boeing737 is the same size as a Boeing 757 (please don't write to me), I, meanwhile, failed to tell the difference between the back and the side of a plane (this should make boarding interesting on future trips) before Metal Mickey took the wheel and expertly drove us all safely home, another trip completed.

**Thun Station (07:55 – 09:55)** 11271/273/305/349 11624/684

460004/017/018/024/027/046/054/058/067/087/100/107/117 841000/020 BLS 165 425034

465007/011 485011 525001/002/003/004/009/010/012/013/014/016/018/021

525022/027/029/231 535009/102/103/104/105/106/108/111/113/115 566220/221/223/226/227/233

Crossrail 113 185592/594 **Rivaz (11:17)** 560116 **Cully Station (11:40 – 12:30)** 460057/079/092/097

560006/057/060/116 **Lausanne Yard Yard (13:15)** Tem 284 Tem 337/48 Tm 512 Tm 610 Tm 921/23

Tm 9656/59 11267/292/297/317/344/363 11446/473/485/512 11623/639/663 16387 16422/455

16812/813/814/817 18810/814/816/837 610487(11487)/492(11492)/519(11519) 841002 843059/073

Morges Station (14:20 – 14:40) Tem 147/55 11517 232037 234082 460005/019/071/097 560106.