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Peter has written a short article in response to Michael Feaver's query in the June issue regarding ALP 2000 at Frutigen.

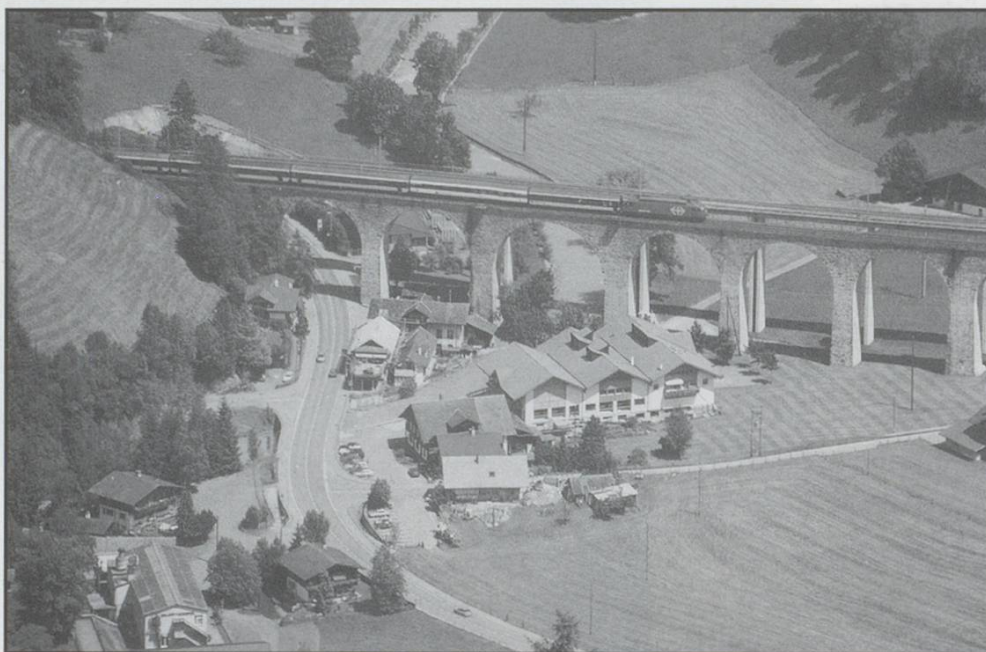
During July 2001, whilst on holiday based in Adelboden, I picked up a copy of BLS Tunnel News at Frutigen station. Although this was dated issue 2/2000, one of the articles explains why Michael Feaver could see no sign of construction work in the Frutigen area (ref: letter in *Swiss Express* vol.6/6).

It is planned that the new Lötschberg Base Railway will connect with the existing, but diverted, BLS mainline at a new junction just north of Frutigen near Wengi-Ey. In order to keep within its maximum planned gradient the new line will enter an artificial "cut & cover" gallery to pass below the River Engstligen and Frutigen station to emerge briefly at another new junction near Tellenburg. From here the

new line will enter the Lötschberg Base Tunnel proper.

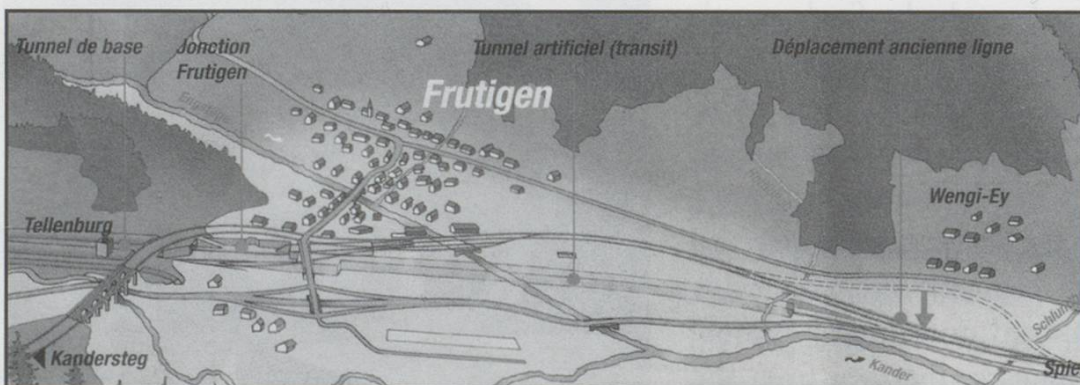
The BLS AlpTransit consortium has been in detailed discussions with local authorities and all the other parties directly involved with the project. It was hoped to carry out survey work during Spring 2001 with actual construction work not expected to start before Autumn 2001 at the earliest. Whether or not this schedule is still on target, I am not sure.

The photograph, taken on 26th July 2001, shows the rear end of northbound IC Train No.825 crossing the viaduct over the Kander River as it nears Frutigen on the descent from Kandersteg. This is the viaduct depicted at bottom left in the proposed layout plan.



BLS IC 825 nearing Frutigen crossing over the Kander River viaduct on 26/7/01.

Photo: Peter Arnold



A plan from the BLS Tunnel News showing the area and the construction proposals.

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