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**Autor:** Smith, Ron  
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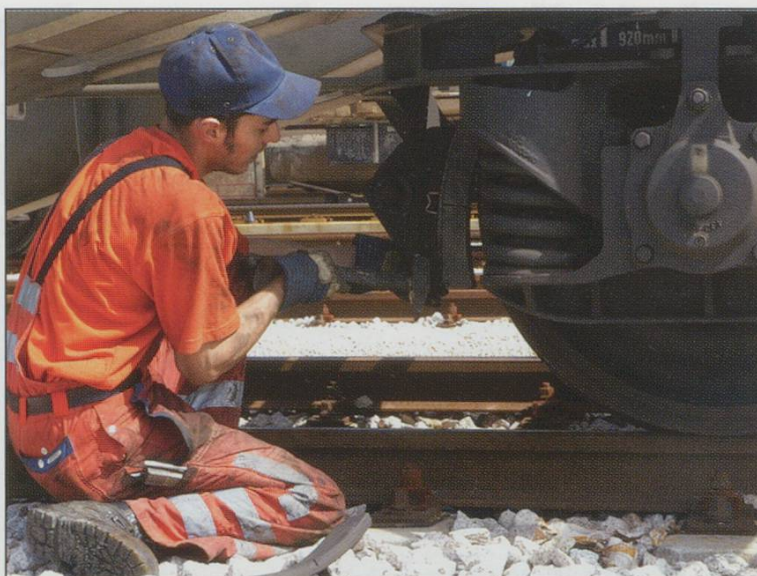
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composite brake pads”, explains Michael John, Hupac rolling stock manager. Hupac is now working to refit all wagons currently in use. This is made possible by financial support from the Federal Office of Transport.

Hupac takes a pioneering role in the development and implementation of whisper brakes. The operational trials on Hupac wagons have been running large wagon series with high running performance in shuttle compositions, and under severe conditions on the demanding transalpine stretches. This provides good conditions for the early detection of weaknesses, and the rapid technical and economical optimisation of the newly developed brake pads. “The know-how gained is also available to other wagon owners and railway enterprises,” emphasises Mr John. Using various technical and operational optimisations, Hupac wants to go on



Hupac wagon brake adjustment. Photo: Hupac

improving the efficiency of the synthetic pad in the future. The goal is to achieve an approximately equal cost level for the synthetic pad, compared with the traditional cast iron pad.

*Collated by Hugh Edgley. Source SBB/Hupac/Litra*

## **REOPENING THE FRONTIER** Ron Smith



Photo: Ron Smith

A good example of international co-operation that bodes well for future joint working is the reopening of the 1.6-km single track line from Boncourt in Switzerland to Delle in France. The line was closed 11 years ago, and this is the first stage of the full reopening to Belfort that is programmed for completion in 2011. This will

connect with the LGV Rhin – Rhone at the new station that is to be built at Belfort and will provide many new travel opportunities. SBB “Kolibri” emus operate up to 12 trips per day from Biel/Bienne, via Moutier, Delémont, Porrentruy, Boncourt and on across the border to Delle. This station has been very attractively



tidied up and its size, and the vast deserted yard, shows its former importance on what was a route that once saw through trains from Paris. The current ticket machine in Delle is of course provided by the SBB. It will be interesting to see if SNCF eventually install one of their own when the station ceases to be a "Swiss" terminus. The SBB trains do not linger across the border for very long. As soon as they reach Delle the driver changes ends and heads off home in double-quick time.

Rehabilitation works were swiftly accomplished during last year with the first train arriving on 10th December 2006, but arranging the SFr 1,361,000 funding for this relatively short stretch of reopening was complex, and probably quite time-consuming. The station at Delle was renovated for SFr 62,800. This cost was split between Region Franche Comte, Republic & Canton du Jura, the EU, the French Government, and SNCF. The renovation of the parking area, platforms, etc., cost SFr 216,800 and this was split between SBB, RFF, and the Commune of Delle. Renewing the track and the overhead power supply cost SFr 1,081,400. This was split between the Region Franche Comte, Republic & Canton du Jura, the EU, and the Confederation Suisse. At a guess the administration probably cost more than the works did!

## WINE AND WATER

Anne Williams

Following Rob Morrey's article in the March edition of Swiss Express, may I offer my 10 favourite lakeside gardens in which to sample the local wine whilst watching the world, and the lake ships, go by?

1. **The Eurotel Riviera** in Montreux - unbeatable views of Lac Lemman, the mountains, the boat station, and the promenade.
2. **Hotel du Lac Seehof** at Küssnacht am Rigi - much quieter location, but attractive views of Vierwaldstättersee - and you can see the railway line high above, too.
3. **Hotel Sonne**, Küsnacht (ZH) - lovely views of Lake Zurich, and opposite the Uetliberg mountain.
4. **Hotel Bellevue au Lac**, St-Gingolph - look across Lac Lemman for a different view of Chillon and Montreux.
5. **La Perle du Lac**, Geneva - the lake front in Geneva is quite unspoiled, but there are lovely views from here, including Mont Blanc on a clear day.
6. **Al Treni**, Lugano - not strictly speaking a lakeside garden, as it is above the station for the Ponte Tresa train - but fabulous views of Lago Lugano all the same.
7. **Au Major Davel**, Cully - right by the boat station, with views of trains and vineyards.

8. **Hotel Rigi Royal**, Immensee - quiet location, again by the boat station, but on Zugersee this time. Look out for the heron, and also a very friendly cat!

9. **Metropol Hotel**, Arbon - good views across the Bodensee, and lots of action to see on the promenade.

10. *And finally - the upper deck of any paddle steamer on Lac Lemman is probably best of all!*



Photo: Anne Williams MPV Vervey @ Eurotel