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## SBB Locomotives in OBB Service on DB Trains

by J.Jesson

From 1960 to 1967, SBB locomotives worked through from Zurich to Lindau in Southern Germany. For this purpose several locomotives were fitted with a modified pantograph with a wiper of DB type DBS54 to allow operation under DB/OBB catenary, which has a zig-zag of  $\pm 40\text{cm}$  instead of the SBB standard of  $\pm 20\text{cm}$ . The locomotives so fitted were type Ae4/7 Nos 10948-10951 and Re4/4<sup>I</sup> Nos 10036 and 10037.

The introduction of the new Re4/4<sup>II</sup> brought problems as the first series of this class, Nos 11101-11155, were only fitted with one pantograph. From 1967 to 1969, locomotives were changed at St.Margrethen on the Swiss/Austrian border, after which the later series of Re4/4<sup>II</sup>s fitted with two pantographs were available. Of these, locomotives numbered 11196 to 11201 - from Zurich depot - have been fitted with one pantograph suitable for use under the DB/OBB catenary, and have worked through services from Zurich to Lindau via Bregenz ever since. Also dual fitted during the period 1971 to 1977 were the TEE liveried locomotives of the type Re4/4<sup>I</sup> Nos 10033 and 10034 to enable them to work the Zurich to Munich Trans Europe Express service, the *Bavaria*, which now runs as a Eurocity Express.

Unfortunately this service has not been without its mishaps, as on two occasions an Re4/4<sup>II</sup> locomotive has had an accident whilst on Austrian metals. On the 1st April 1986 locomotive number 11189, which was working the Munich to Zurich train D360, collided with a stationary train at Lochau-Horbranz, while on 30th August 1989, near the Austrian halt of Reidenburg, a head on collision occurred between SBB locomotive Re4/4<sup>II</sup> No 11197 working the Zurich to Munich Eurocity Express EC99 *Bavaria* and Austrian locomotive type 1044 No 1044.023, which was hauling the Bregenz to Wien Express service *Montfort*.

The recent accident, estimated to have caused some OSch.26 million worth of damage (About SFr3.2 million), would seem to have been caused by human failure, allied to especially difficult operating circumstances, as the interlocking at Bregenz was not fully operational due to station rebuilding work.

To replace the damaged 11197, 11195 has been fitted with a suitable pantograph.



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In the next issue we shall be publishing the first part of Steve Horobin's diary of the 10th Anniversary SRS trip to Switzerland. The photo above shows all of the party, apart from the organiser, our Chairman, Alan Pike, who was behind the camera at the time. In addition there will be a further installment of John Jesson's Signalling feature, the second part of Giles Della-Gana's History, an article on Restaurant cars on the RhB by M.South and whatever else we can squeeze in when we've made room for the Notepad.

*The lower floor of the new Lucerne Hauptbahnhof, a light, airy and extremely commodious place indeed.*  
*Photo Arthur Crane*

