

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 3 (1991-1993)
Heft: 12

Rubrik: Notepad

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Notepad

Swiss Federal Railways (SBB)

Re4/4 460s are at present frequently to be seen on light freight and passenger trains. This is part of a programme of braking trials. It is understood that there are some difficulties with magnetic rail brakes which are to be modified.

Re4/4¹ 10047 suffered collision damage at Solothurn on 16 July 1993 and will be the first of the class to be withdrawn.

The first half of 1993 saw SBB freight traffic decline by a dramatic 15%.

New Re4/4 460 055 has gone on loan to Norway to assess the design's suitability as a universal locomotive for the State Railway.

A special tour on 6 July 1993 saw Ae8/14 11801 working nine Mittel-Thurgau-Bahn *Orient Express* coaches out of Zürich via Biel and Langau.

On the morning of 1 October 1993 a collision occurred between an Re6/6 and Ee3/3 No.16320 at Ebikon station (Luzern). The Re6/6 had its side gashed open and the Ee3/3 was tilted over. There were no casualties and the incident was cleared up in three hours with little delay to traffic.

At least one DB restaurant car appears regularly in a complete SBB EW IV formation on the Basel - Interlaken service. It is not known if it is hired or whether it has been bought by the SBB.

Open air concerts at Frauenfeld from 9 to 11 July brought an extra 50000 people to the town, half of these travelled by train. Nineteen extra trains were run on the Friday and 28 on the Sunday, including through trains from the west of the country. A shuttle service was provided to Zürich using various S-Bahn sets, running through the Museumstrasse platforms to avoid reversal, while the MThB Re4/4 No.21 brought in a train from Konstanz.

An unusual replacement for a Zürich S-Bahn train was the substitution of the usual RBe4/4 Pendelzug push-pull set on route S9, Zug - Affoltern - Zürich, on 1 September, with an Ae4/7 + AB Ls + 3 x B Ls + B EW I for train 18929.

Other extra workings for Ae4/7s have included replacing Re4/4¹s on Lausanne -

Neuchâtel locals and transferring one set of EW I/II stock from Luzern to Meggen and back during the Monday to Friday mid-day period to permit work to be carried out on the Luzern carriage sidings. Departure from Luzern is at 10.30, returning from Meggen at 16.55.

On 4 September 1993 the unique DB *Glasnerzug* (*Glass Train*) 491.001 made an excursion from Einsiedeln to Brig, outwards via the EBT and BLS, returning via Chexbres, Bern and the "gold coast" line through Meilen.

In the revised Bahn 2000 programme, room is apparently being left to provide 12 three-car, 24 six-car and 9 nine-car tilting trains to operate the Basel - Lausanne route via Delémont. It is planned to buy 400 double-deck coaches and 130 locomotives.

A design study for a Bahn-2000 double-deck driving trailer with a panoramic upper level combines the appearance of the Re4/4 460 cab with features from the new BD railcars and the Australian Tangara multiple units.

On 8 July, a new Swiss speed record of 233 km/h was reached by a test train between Martigny and Riddes. The train, comprising an Re4/4 460 and three coaches was testing new-style catenary construction. (See Notepad, September *Swiss Express*.)

From the timetable change in 1994, the following lines will lose their local stopping services to buses: Monthey - St.Gingolph, Laufenburg - Koblenz, Flüelen - Göschenen, Airolo - Bellinzona, Lyss - Solothurn.

For some time, Re 4/4¹¹ 11238 has been running with one end decorated with silver stripes, similar to the Canton Ae6/6s.

Re 4/4¹¹ 11106 has been fitted with rectangular headlights, UIC jumper cables and modified handrails and steps, but still carries its "Swiss Express" livery.

Since 9 August, the luggage compartments of the Re4/4 450s have again been authorised for use. The extra van trains which had been necessary were withdrawn on the same date.

Because of a memorial race over the Klausen pass on 25 July, regular trains on the Rapperswil - Linthal line were formed of 2 x NPZ, or 2 or 3 4-car RBe4/4 push-pull sets.

Extra trains, formed of Re4/4^{II} + 8/10 B EW I, ran Basel - Zürich GB - / Zürich Hauptbahnhof - / Ziegelbrücke - Linthal and return.

A collision between two passenger trains in the Rio Rido tunnel, between Varzo and Preglia on the Italian side of the Simplon tunnel, left one passenger dead and fifty injured. Photographs confirmed that damage was suffered by the coach ends of the DB rake. Of the three Re4/4^{II}s involved, 11246 was damaged, the other two, 11231 & 11313, escaped. All three were at Domodossola for some time while investigations were carried out.

The SBB and SNCF have formed a joint company based in Paris under which, in return for an investment of SFR.14.8 million, it will become the owner of one of the 1987-built three-voltage TGV SUD-Est sets. The running of TGVs generally will not be affected. (See also President's Report.)

To mark the 125th anniversary of the first train to arrive at Sierre, an exhibition was held from 5 to 11 September 1993. Among the exhibits were the steam locomotive *Sierre* and the new Re4/4 460 *Val d'Anniviers*, model layouts, old PTT vehicles, a philatelic display and an exhibition of some 260 posters produced by the schoolchildren of the district. During the week, the naming ceremony of the new Re4/4 460 took place, and a TGV set was officially named *Valais*, this presumably is the set mentioned above. The new station buildings at Sierre were officially opened, a new FS ETR 500 high speed train was on display and, on the final day a special vintage train was run.

Brünig Line

The Yodelling Festival in Sarnen on 20 June required extra trains from both directions on the Brünig line. Two Luzern-Stans-Engleberg Pendelzug formations were hired, and used to "sandwich" five second class coaches. An exceptional working saw an HGe4/4^I on an extra from Meiringen to Sarnen. Also employed were two Deh4/6 at each end of a rake of ten coaches, while one of the new De 110 Pendelzug sets headed seven coaches and a Deh4/6.

Two new PTT postal vans have been ordered for the Brünig line.

Bern-Lötschberg-Simplon Group (BLS)

At the Centenary celebrations of the

Thunersee Bahn on 6 June, a parade of special trains ran between Spiez and Interlaken West. Included were:

GTB E3/3 nr.3 with a short goods train,
SBB Eb2/4 nr.5469 with a local passenger train,

BLS Ae6/8 nr.205 with a historic express,
SEZ Ce4/6 nr.307 with *Golden Pass* express,

STB BDe4/6 (ex BN ABDZe4/6), BLS Ae4/4 with an old express,

Ce4/4 with a local train, SBB Ae4/7 with an express,

BLS Ae6/8 with a goods train and a BLS push-pull with Be4/4 TW.

Since May 1991, BLS B EW IV vehicles 418 & 419 have been running with experimental *Navigator* bogies with individual wheels. The bogies fitted to B 418 were replaced during March this year with an improved version. The tests continue.

New BLS Eea3/3 No.402 was on the back road at Spiez depot on 2 October 1993.

Also on 2 October, the two ex-BLS 2-car sets lettered for the Oensingen-Balsthal Bahn, together with 796 were on the long siding by the main Lötschberg line often used as a dump. These have apparently been there all summer.

Private Standard Gauge

Emmenthal-Burgdorf-Thun Group (EBT)

The two new Re4/4s, Vereinigte Huttwil-Bahnen (VHB) Nos 456 142/3 have entered service. No 143 was put on trial on a Sihlthal-Zürich-Uetliberg-Bahn (SZU) Pendelzug service in early July.

Mittel-Thurgau-Bahn (MThB)

Ae4/7 No.11018 has been hired from the SBB to replace Ae3/6^I No 10641.

May 1994 sees the start of the international service from Weinfelden in Switzerland to Engen in Germany via Singen, run by this "private" Swiss railway. Financial support will come from the DB as well as from provincial and local government. A half hourly service is envisaged. In order to meet the demand, they will get sets 2 to 5 of the next SBB NPZ unit order. This purchase will be financed in half by Baden-Wurtemberg. Older stock is also being refurbished for the new service. These trains



Summit supplies arriving at Uetliberg, 18 June 1993. Older SZU Be4/4 No.11 as "locomotive" for single Haik. Photo C.J.Freezer

will be equipped with a DB pantograph.

Südostbahn (SOB)/Bodensee-Toggenberg (BT)/SBB

The SBB set on the joint local service between Romanshorn and Arth Goldau is now a four-car NPZ set.

The DR rented locomotives are expected to remain on the SOB for another year.

Sensetalbahn (STB)

A former DB class 260 shunter has been acquired to work goods traffic between Laupen and Gummenen, which has lost its overhead wires since being relegated to goods-only status. It is now STB Em3/3 No.12 but at present retains its DB livery.

Sihlthal-Zürich-Uetliberg-Bahn (SZU)

The line between Sihlwald and Sihlbrugg was closed from 24 June to 16 July due to storm damage. (Additional information to report in Mailbag, September *Swiss Express*).

Services from Uetliberg are generally in the hands of the new Be4/4 21-28. Be8/8 31 and 32 of 1978 are to be found on the peak hour extras to Treimli. 1960-built 13 & 14, together with BT 113 form a spare set for Treimli services, although they were observed on 18 June as a changeover set during the mid-day period to Uetliberg. The supplies train for the summit, which runs around 09:30, is normally in the hands of Be4/4 No 11, hauling one Haik.

Metre Gauge Matters

Appenzeller Bahnen (AB)

The arrival of the latest adhesion-only sets, BDe4/4+ABt 34+134 and 35+135 has relegated the 1948 ABe4/4 Nos 44 and 45 to spare status.

Bremgarten-Dietikon (BD)

The five new low-floor cars are to carry zodiac symbols.

Brienz-Rothorn-Bahn (BRB)

The 1992 Centenary season was a record with some 250000 passengers being carried, an increase of 38% on 1991.

The new steam locomotive No.12 has performed well and the line is considering the purchase of another to be numbered 14. Is someone superstitious?

Biel-Taufflen-Ins (BTI)/Chemins de fer Electriques Veveysans (CEV)/Montreux-Oberland-Bernoise (MOB)

These three railways are looking into the question of purchasing "Low-Cost" trains with a Be2/6 formation. The BTI would require seven units, and the CEV and MOB four between the two lines. These units would be equipped with two independent powered intermediate axles (presumably under the articulations), with bogies at the outer ends of the main sections.

Forchbahn (FB)

Trailer No.111, dating from 1912, has been

restored as C2 11.

Gornergrat Bahn (GB)

New Bhe4/8 No.3051, the first of a series of four, was delivered from SLM in August.

Luzern-Stans-Engleberg (LSE)

Driving trailer No.21 has been modified to carry first class passengers only to handle group traffic.

Rhätische Bahn (RhB)

EW I A 1243, the last to be refurbished, is to be turned out as restaurant car WR 3822

The new layout at Bernina Suot was brought into use on 8 September 1993.

Regionalverkehr Oberaargau (RVO)

De4/4 No.122 of 1917 was broken up in 1992.

SA des Transports Emosson Barbarine (SATEB)

Long-stored locomotives Ta2/2 6 and 8 have been transferred from the goods shed at Chatelard Frontières to Martigny for overhaul. No.8 will be repaired this winter and No 6 will follow as and when funds permit. The line's Lister diesel No.4 is being overhauled at Chateau d'Eau.

The old rack monorail from Emosson to Barrage has been sold to a Sion architect.

Repair work is also being undertaken on the track of the concrete block which stabilises the upper course of the main funicular.

Tram Topics

Zürich

Hard depot is to be rebuilt.

Six power cars and trailers may be sold to Firenze, Italy.

Steam Notes

Swiss Federal Railways

A FS class 625 engine with 3 B Ls centre-entrance coaches ran special services between Locarno and Luino between 25 and 27 July.

Blonay-Chamby (BC)

The autumn visitor to the line was ex-SBB Brünig line G3/4 No.208 from the Ballenberg Dampf Bahn group.

Dampfbahn-Furka-Bergstrecke (DFB)

Two of the Vietnamese locomotives have now been overhauled and returned to service.

HG3/4 No.1, now named *Furkahorn*, was used to reopen the line from Tiefenbach to Furka on 30 July. A two-train service was provided with ex-BVZ HG2/3 No.6, *Weisshorn* also available.

HG3/4 No.2 has returned from Meiningen works, being delivered to Visp (BVZ) at the start of August.

The railway carried 6000 passengers in 1992, with an estimated total of 15000 for 1993.

Dampfverein Zürcher Oberland (DVZO)

The DVZO provided stock and power for specials between Zieglebrücke and Linthal on 10/11 July. Locomotives Ed3/4 No.2 and Ed3/3 No.401 were used; the stock was transferred to and from Bauma by former BT locomotive Be4/4 No.15.

Vapeur Val-de-Travers (VVT)

The overhaul of DB Pacific 01 202 was completed in mid-June. The locomotive has since been used on specials between Travers and Les Verrières.

Oswald Steam

Ex SBB E3/3 8501, lately of the Oswald Steam Centre, has been bought by Club San Gottardo of Mendrisio and will operate between Capolago, Mendrisio and Stabio.

General

Spreading the load

A report in the LCGB Bulletin, 7/1993 reports that 30 Re4/4 460s are being built by Krauss Maffei and lists the numbers. It says that Krauss Maffei is owned by Siemens who also own Krupp and SGP of Austria and it wonders if it now has a stake in ABB. SGP is also building locomotives for the SZU and VHB.

Alpine Railways

Austria, France, Germany, Italy and Switzerland have formed a *Committee of Alpine Railways (CAR)* to co-ordinate plans for investment. An office is being established in Brussels which will, among other things, enable on-the-spot lobbying of the EC.

Hotelzug

Dach Hotelzug AG has ordered 29 sleeperette cars from Schindler. They will be rebuilt from ex-DB compartment stock and fitted with reclining seats. A sleeperette coach was seen in the make-up of the *Wiener Waltzer* in

Budapest during August this year.

Indian Railways order

ABB in Switzerland has won an order from Indian Railways to design and build 30 electric passenger and freight locomotives for delivery by the end of 1996. The general design will be based on the Swiss 2000 class (presumably the 460s). Passenger locomotives will be BoBo formation whilst the freight will be CoCo. Sixteen will be built in Switzerland and 14 in kit form from ABB Australia for assembly in India.

Talgo

The Zürich - Barcelona service has been reduced to thrice-weekly from October because of low demand. To attract more traffic, new seating will be introduced and fares reduced by 9%.

International connections(?)

More problems are arising for those going to Switzerland by rail and sea. As the result of a dispute between P&O and RMT (the Belgian National shipping company) arising from docking problems at Dover, leaving only two RMT ships capable of operation, the RMT will operate from Ramsgate from 1 January 1994. Modifications to the port will be necessary to handle the large *Prins Filip*. The jetfoil service will also use Ramsgate. It is not at present known whether the connections between the overnight sleeper/courette service to and from Basel/Brig and Oostend will be maintained. At present this is the last all year round direct rail link between Switzerland and the coast following the erratic service offered by Stena Sealink between Hoek van Holland and Harwich which led to the NS and DB withdrawing direct international services from Hoek, which until two years ago, formed another rail/sea route to Switzerland.

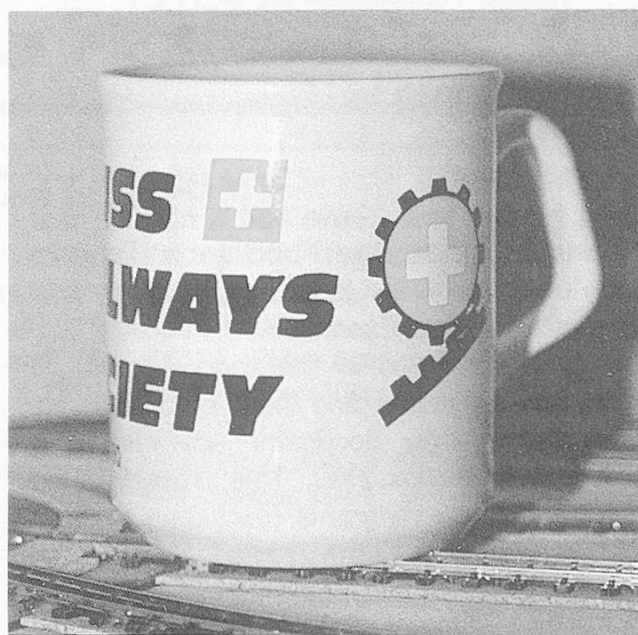
As services through the Channel Tunnel will not begin until May 1994 at the earliest, those individuals preferring a surface route look like having problems during the first months of 1994, since even if a connection remains, there is a considerable distance between Ramsgate station and the harbour. Whilst an alternative route via the luxurious Olau line Vlissingen - Sheerness ferry is technically feasible, a 12-hour journey with three tight connections is hardly a guaranteed way back from Switzer-

land, whilst the transfer from Sheerness involves either a coach to Victoria or a scramble to get onto a well-filled commuter service at Sittingbourne.

The trouble seems to arise from the actions of the Ferry Companies. If they don't want to lose all foot passengers to the Channel Tunnel, they're certainly going an odd way about it.

Airline Merger

Moves towards a merger of Swissair, KLM Royal Dutch Airlines, Scandinavian airline Systems and Austrian Airways have taken a step forward with the Swiss Government giving its approval for formal talks. Much depends on the fine detail of the proposal, particularly valuation of equipment, air traffic rights, the location of the headquarters and the future of Swiss airports, but should these difficulties be successfully ironed out, Bern is prepared to amend Swiss civil air traffic laws.



SRS MUGS

An attractive mug has been produced by the Society, with the SRS logo on either side, flanking the legend **Swiss Railways Society**. It will make an excellent stocking filler and is just the thing to hold your coffee whilst reading *Swiss Express*. The price is £3.50 inclusive of post and packing and, pending the appointment of a new Sales Officer, can be obtained from Les Heath, 7 Pauline Gardens, Billericay, Essex CM12 0LB.