

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

Rubrik: SBB stock news

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The Geneva tram system will be extended by 1.15km when the new double track between Plainpalais and Cornavin is completed in 1993.

SLM is supplying seven more HGM4/6 diesel rack locomotives to Indonesia for working the coal railway between Padang and Solok in Sumatra.

The society which operates the narrow gauge railway from the top of the Chatelard-Emosson funicular towards the Barbarine dam is to replace the monorail rack line, defunct for some years, with a *Minifunic* (sic) with two cabins.

As part of a railway museum being established at Stabio, a club is obtaining RhB ABDe4/4 No.454 from the Bellinzona-Mesocco section.

The CGN (*Compagnie General de la Navigation sur le Lemman*) put into service on 30 July the new *Lausanne* - "the finest ship on the lakes of Europe". Built by Linz of Austria and fitted out at Ouchy, it cost SFr 13.5 million, and is 78m long with a beam of 13m and can carry 1500 passengers. Initially it was for hire only, but was in regular service during the peak periods of July and August. It is the first large vessel to be built for the lake since the PS *Helvetia* of 1926.

In 1990 1.7 million passengers were carried on Lac Lemman, an increase of 5% on the previous year, whilst receipts were up by 3%. Expenditure was SFr. 16 millions against receipts of SFr. 15.2 millions, the deficit being covered by the Cantons of Vaud, Valais and Geneva.

Recently published 1990 statistics for the private railways suggest that recession has had a significant effect in Switzerland. The most significant decline is in freight traffic which cannot all be accounted for by a possible transfer to road haulage. Only two railways show increases for both passenger and freight traffic. One, the BAM, is up 13% for passengers and 19% for freight, but these figures may well reflect the military traffic which forms a large part of its business. The LSE is 3% up for passengers and 29% for freight. There are other spectacular figures for increases or decreases on other lines, but these are too small for the figures to have any statistical significance.

SBB STOCK NEWS

New locomotives delivered up to the end of August:

Re4/4 450 450.031-035

At the end of March, approval was given for the purchase of a further 45 class Re4/4 450 locomotives, to bring the total to the 95 necessary to operate the full Zurich S-Bahn service.

The Seetal line railcars RBe4/4 Nos.1401-1406 and control trailers DZt 954/956-958 have been fitted with spotlights.

Re4/4^{II} No.11197 (see June Swiss Express) has now been fitted with the DB/OBB type pantograph from 11201. The locomotives suitable for working to and from Lindau are now once again a consecutive block, 11195-11120

Another Ae4/7, No.11014 has been repainted during an R2 overhaul.

For safety reasons the coupling protection covers of the RABe EC units have been painted red.

The rebuilt Brunig locomotives (Formerly Deh4/6) will be given their computersied numbers and become De4/4 100.903-914. This will have the effect that on the metre gauge locomotives with computerised numbers will be hauling coaches with normal numbers, the reverse of the standard gauge arrangements.

The organisation *Eisenbahnfreund Zurichsee rechtes Ufer* (Railway friends of the lake Zurich right bank), based in Meilen, have taken over the responsibility for care of preserved Ae3/6^I No.10664. Temporarily the locomotive will be at Rapperswil depot.

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Several double-deck DS-Bt control trailers have been experimentally fitted with a dot-matrix display displacing two roller blind indicators.

Correction

The historic tractor mentioned in the last issue is actually Te^{II} No.221, built as Ee2/2 No.16001 by SLM/SAAS in 1927 and numbered Te 51 from 1930 to 1956.

The 150 Years of Swiss Railways will be celebrated in 1997, not 1991!

STEAM NEWS

It is still possible to have a run behind steam locomotives in 1991 if you are quick:-

Daily until mid-October (weather permitting) Brienz-Rothorn

29/30 September

Blonay-Chamby

6 October

Bauma-Hinwil

Bern Weissenbühl-Interlaken Ost, BLS

Flammat-Gummenen, Sensetalbahn

12/13 October

St.Sulpice-Travers

13 October

Landquart-Disentis, RhB

19/20 October

Brig-Stalden, BVZ

20 October

Bauma-Hinwil

Waldenburgbahn

Trouble on the S-Bahn

On 16th April 1991, shortly before 20:30, S-Bahn train 18985 on route S9, formed of two coupled RBe4/4 push-pull units, was brought to a stand in the Hirschengraben tunnel (track 161) between Zurich Hbf and Zurich Stadelhofen by the operation of the emergency brake by a passenger, due to a fire on the train. The train crew tried, unsuccessfully, to uncouple the two sets and evacuation of the passengers on foot to Zurich Hbf and Stadelhofen stations was necessary.

The driver of train 18584 (route S5), travelling in the opposite direction on track 261 saw the fire and, alerted by the three red lights displayed as an emergency signal on the affected train, stopped his train short of the obstruction.

Although communication was initially possible between the driver of the stricken train and the control room, after about ten minutes the telephone cable was cut through by the fire.

As well as the Zurich fire service, both Zurich and Rapperswil Fire & Rescue trains (Losch und Rettungszug - LRZ) were summoned. The Zurich LRZ entered the tunnel at 21:00, but that from Rapperswil was detained at Zurich Tiefenbrunnen awaiting traction not dependant on the overhead power supply. Eventually a Tm^{III} was provided and the second LRZ entered the tunnel at 23:25.

At about 00:05 hours the partly burned out train was towed into track 23 of Zurich Museumstrasse station. For the remainder of the night and all of 17 April, the Hirschengraben tunnel was closed, only being reopened at 0.4:00 on 18 April.

No-one was killed in the fire, but 58 persons were treated in hospital. The affected push-pull set was formed of Dt No.92-33 945 (smoke damage), EW-I B No.20-33 654 (fire and smoke damage), EW-II A No.18-33 611 (burned out), EWI B No.20-33 735 (burned out), EWI B No.20-33 704 and RBe4/4 No.1413 (cab II burned out).

One factor receiving much attention is the operation of the emergency brake. Once activated by a passenger, it is not at present possible for the driver to override it in order to bring the train to a better stopping point. In this instance it would have been preferable for the train to have run to Stadelhofen, where the passengers could have been