

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 1 (1986-1987)  
**Heft:** 6

**Rubrik:** Letzte [i.e. Letzte] Nachrichten : from the editors notebook

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## LETZE NACHRICHTEN FROM THE EDITORS NOTEBOOK

### SBB

The 1987 summer timetable will offer an increase of 15,000 train kilometres (14%) per day. At the same time other developments will be introduced such as the extension of the East-West Inter City service to Geneva Airport, electronic-counter ticket machines, seat reservations in Swiss IC trains, improvement of telephone information service and a change from a bi-annual to annual issue of the timetable.

Bollingen, Schinznach Dorf and Rueti bei Bueren are now classified as unmanned stations. A "run through" washing plant for locomotives and multiple units is to be installed at Bern.

The line speed was raised to 160 kph (the highest in Switzerland) between Leuk and Visp in the Valais on 28th January. Maximum speeds in Switzerland have developed as follows: 1847 - 45 kph., 1882 - 60 kph., 1895 - 75 kph., 1905 - 90 kph., 1929 - 100 kph., 1935 - 125 kph., 1961 - 140 kph., 1986 - 160 kph.,

With the delivery of Re 4/4 II no. 11397 in August last year the order for the largest series of locomotives is complete. Since May 1964 303 Re 4/4 II's have been built. The S.B.B. ordered 296 of which no's. 11172 and 11182 have been damaged beyond repair and subsequently withdrawn. NO's 11351 - 53 have been sold to the S.O.B. (no's. 42 - 45). Other orders were EBT - 5 M ThB-1 and S.O.B 1 (plus 3 purchased from SOB).

Veteren type Ae 3/6 I locomotives are expected to continue in service for many more years with the planned increase in train mileage next year. One member of the class no. 10700 is to be repainted in its original brown livery and preserved in operating condition. Headlights with increased power are to be fitted to Re 4/4 II, Re 4/4 III and Re 6/6 locomotives during revision. A new paint standard RAL 3000 instead of 3200 will mean a slight change in the current red livery.

The experimental high speed train ICE (Inter City Europe) belonging to D.B. ran on test to Basel S.B.B. on 13th December 1985.

A new type IV saloon coach will have two compartments. One compartment will accommodate 21 chairs and a table and the other compartment will include a sofa and chairs for 10 people. Also featured - a telephone booth, a small kitchen plus video and film presentation facilities. The vehicle is expected to enter service this year and an order for a second vehicle of this type is likely.

The construction of a new panorama car has been announced. The roof will be glazed in its entire length. Twelve new dining cars based on the existing type IV design have been ordered. The latest order will contain 36 seats in the dining area and 7 seats at a bar situated next to the kitchen and service installation.

The first of a batch of six converted type III (ex Swiss Express) dining cars no. (WR III) 50 85 88 - 34 001 - 0 is now running in Inter City trains between St. Gallen and Geneva. Another former Swiss Express car - no. B 50 85 29-34 0 14 is now running in conventional Inter City trains. This car is still in its original orange/grey livery but carries the latest SBB logo.

The extra large profile of the projected double-decker cars for the Zurich S B'ahn would suggest that numerous bridges, tunnels and signals in the area of Zurich will have to be re-gauged.

Thirty eight second class cars with centre entrance doors (Mittelgang) have been sold to FMN (Ferrovie Milano Nord) Milan, Italy.

A new design to replace the conventional zugschluss - train tail lamp - is under development. Out of a stock of 2,000 lamps, 100 are lost, stolen or damaged each year. Engineering works track warning lamps, which are cheaper to produce, operate and work satisfactorily also serve adequately as train tail lamps.

SBB will have a place amongst the various Swiss exhibits and representatives at the World Fair in Vancouver.

#### **S.B.B. Brunig**

Delivery of the first of the new HGe 4/4<sup>II</sup> locomotives took place on 2nd December 1985 when no. 1951 arrived at Interlaken from Seebach. The second locomotive no. 1952 was delivered on 23rd December. No. 1952 obtained a speed of 110 kph during trials between Brienz - Brienzweiler. The riding quality has been found to be perfect. It is expected to enter regular service during May. In mid February the other HGe 4/4 no. 1951 was not running due to bogies being returned to S.L.M. for modification. Development of this type of locomotive will bring about increased speeds and lower operating costs. The need for assisting engines on heavy trains on the rack section beyond Giswil will be eliminated.

A non self propelled rotary plough (X rotm 51) is under construction. The Furka Oberalp has ordered an identical plough.

#### **BLS (group)**

Rates for automobiles being conveyed by rail have been drastically reduced. For example the rate for conveyence of a car between Kanderstag and Goppenstein was changed from 28 to 15 Sfrs. The effect has been to increase the volume of traffic more than anticipated. The Federal Government subsidises this project in order to reduce car mileage and so improve the environment.

Following inspection of the new Bietschtal Viaduct it is expected to be opened in the Autumn when the full length of doubling between Ausserberg and H ohten should be complete.

New deliveries include RBD<sub>e</sub> 4/4 731, 732 733 (to SEZ), 738 (to BN) and ABt 956, 973, 974 (to SEZ) and 994 (to BN).

#### **Blonay Chamby**

In addition to its usual service (Saturdays p.m. and Sundays from 8th May until 26th May), the B.C. announces two additional events. Electric Festival - 4th May and Steam Festival - 29th June.

#### **E.B.T. (group)**

RBD<sub>e</sub> 4/4 283 and Bt 383 has been delivered to the Solothurn - Moutier Bahn.

#### **GFM**

The first woman train driver in Switzerland is employed by Fribourgs private railway.

#### **LEB**

New two car units capable of a top speed of 80 kph have been delivered to the Lausanne - Echallens - Bercher railway. The overall length of each coach is 20.25 metres with a seating capacity for 124 passengers. They are the largest narrow gauge coaches to be built in Switzerland. The new trains have been referred to us as type TGV (Train du Grus - de - Vaud)

#### **N St CM**

Delivery of a second new multiple unit was expected in November 1985 after trials on the Aigle - Sepey - Diablerets railway. (A.S.D. have ordered similar trains). When four out of five new trains have been commissioned the line voltage will change from 2200v to 1500v. All the new trains will be introduced in time for the winter timetable this year. With a maximum speed of 70 kph now available as compared with 35 kph of the retiring trains there will be a reduction of eleven minutes in the end to end journey time.

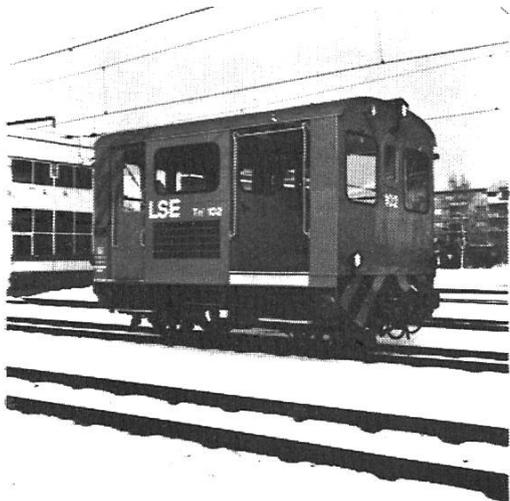
#### **OeBB**

Have purchased type ET425 no. 120 from Deutsche Bundesbahn to replace the damaged RAe 4/8. The ET425 was built in 1934, modified in 1963 and previously operated from Stuttgart.

## L.S.E.

Patent rubber corridor connection designed by FFA have been fitted to car nos. 25 and 47 for tests under winter conditions. This is the first time that rubber tube corridor connections have been fitted to Swiss narrow gauge vehicles. The design is based on the standard U.I.C. rubber tube corridor connection which has been adapted to accommodate the tight radius curves of the narrow gauge. The connection fitted to the L.S.E. cars moves on each car according to the radius of the curves. A coupling rod is connected to the passenger ganway "bridge" on the rubber tube frame. The position of rubber tube is sympathetic to the angle of the coupler in relation to the coach body. Control and train heat connection housings have been repositioned slightly. The rubber tube connections afford better protection and are less susceptible to damage. The modification has been adapted only to one end of each car.

Tm II no. 102 (no. 51 until 1967) has been repainted in "traffic" orange. Air brake, air sand and air horns were fitted during revision. On 25th February Tm II 102 with two cars worked from Stanstad to Wolfenschiessen to acquaint staff with the tractor's new air brake. The RhB possess a similar tractor but the L.S.E. version has a larger engine compartment but a smaller luggage section.



*Left. Tm II no. 102 at Stanstad. Right. New rubber tube corridor connection.  
Photos Peter Berger.*

## Sensetalbahn

Have purchased four 2nd class coaches from S.B.B.

## MThB

GBS - ABDe 3/8 no. 742 travelled from Holligen via Heitersberg and Oerlikon to Weinfeldten to supplement MThB motive power

## RhB

The RhB has received two second class carriages that have been constructed using bus design techniques. The body which is screwed to the underframe, is made of aluminium profiles that are partly welded. Existing bogies and parts of original steel underframes, including brake equipment, has been used. Construction is by FFA - Altenrhein who are the first large Swiss builders of railway vehicles to break with traditional construction methods. This offers a challenge to the futuristic techniques employed by the M.O.B. in the construction of their Panoramic Express cars. Nine more such vehicles are to be built and other types including a "double" dining car, for possible use between Disentis and St. Moritz is envisaged.

Long term rolling stock orders include 4 or 5 three phase locomotives, 3 multiple units and 20-30 passenger cars.

The Cargo Domizil service has been extended through Tirano to the Veltlin

Valley (Italy) and as far as the north eastern sector of Milan.

The Vereinarbahn project from Klosters to Lavin (Lower Engadine) conceives the following projections - an hourly from Landquart to Scuol and Davos with trains dividing at Kueblis. The use of the rollschemel would facilitate the movement of standard gauge wagons to the Engadine and road trucks would be carried on "rolling road" trains travelling at 100 kph. Opposition from the "environmentalists" is building up to protect the unspoilt Engadine Valley from the expected upsurge in commercial and tourist traffic.

#### **International**

The railways of Switzerland, Great Britain, France, Germany and the Benelux countries have introduced an express parcels service called Eurail Express. Features include a single tariff for items up to 50 kilogrammes, no customs excise, guaranteed times between selected stations and domicile delivery (to the home) in France and Germany.

#### **Industry**

Alusuisse is to build an 8 prototype cars for the London Underground in the SBB workshops. in Zurich. S.B.B. craftsmen will gain experience, with aluminium construction techniques.

#### **Valais**

Free bus services are being provided in the resorts of Crans and Montana with the intention of reducing the private motor vehicle traffic.

#### **Political**

The four Federal political parties have proposed a public transport package worth 16 billion francs. The proposal provides for finance being available for Bahn 2000 by the end of the year. This will include the projected Alps transversal route either via the Gotthard basis tunnel or Splügen tunnel linking the Grisons with Chiavenna in Italy. Proposal also suggests increased frequency of services, lower fares and easier means of funding private railways.

### **APPEAL TO SAVE THE MECHANICAL SIGNAL BOX OF THE SBB STATION RUBIGEN a translation by Rico Signore.**

Only a year has passed since celebrating the 125th anniversary of the Aare Valley Railway line, and already the old station of Rubigen has become the victim of modernisation. Currently the station building is being demolished and with it, of course, the mechanical signalling installations which hail from railway pioneering times. At the same location a new staffed Halt is being constructed. In future, remote control from the neighbouring stations of Muensigen and Berne will monitor the railway traffic movements and once more Switzerland will lose a significant piece of railway romanticism.

Despite the automation, however, the old signal box fittings of 1914, together with further artifacts worth saving will remain at Rubigen. The levers, cranks and signals will enjoy their well-earned retirement. With some manoeuvring, lasting approximately one year, the installation will change location and will have place of honour on Platform 2 within the new waiting room, as from Autumn 1986.

The signalling equipment is not truly a complete rarity of its kind, but the same type of signalling equipment by the German firm of Bruchsal celebrated its premiere at Bern-Wylerfeld, as the very first mechanical signal box of the country, in 1880.

The committee Pro Stellwerk Rubigen has the aim to realise this project with the help of the population. To finance this small museum some very original "Sponsor's Certificates" will be issued, which are obtainable over the counter at Rubigen station and Rubigen post office, or against pre-payment to Post Giro A/C 30-18104-7 "Pro Stellwerk, 3113 Rubigen". The certificates' values are Sfr. 10.-, Sfr. 100.- or Sfr. 101 or more. For further information please contact: Pro Stellwerk, 3113 Rubigen BE / Switzerland.