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## LETZE NACHRICHTEN

from THE EDITORS NOTEBOOK

### S.B.B. - C.F.F. - F.F.S.

The D.B. class 220 locos purchased by S.B.B. (see page 22 S.Exp.no.8) are to be classified as Am 4/4. Note that no. 220 077 will be delivered vice no. 220 055 which would be too expensive to reinstate. The 220's will be delivered in pairs commencing in April and it is believed they will be allocated to Biel although this is not confirmed. In order to meet the demands of the 1987 timetable (increase of 11% train kilometres) additional "foreign" locomotives are to be loaned to S.B.B. including twelve the D.B.type 140, two B.L.S. type Ae 6/8 and one Re 4/4. Also RVT will supply their Kolibri style e.m.u. for service in the Lake of Geneva region. The D.B. 140's are no strangers to Switzerland having previously been loaned to S.B.B. back in 1962 - 1964. As then, routine maintenance will be done in the S.B.B. depots but heavy repairs will be undertaken in Germany. The characteristics of the 140's is roughly similar to the SBB Re 4/4 II but the maximum speed is only 110 k.p.h. Some minor modifications will be carried out such as the fitting of S.B.B. pantographs and safety devices. The twelve locomotives will enter regular service on May 31 from Basel operating mostly on local trains. They will continue to see duty in Switzerland until the end of 1987 when part of the first batch of 30 new multiple units scheduled for delivery by Autumn 1988 will be commissioned. On January 10/11 the D.B ICE train visited Basel, Luzern and Zurich. New orders for traction units in 1987 include twelve Re 4/4 V, eight HGe 4/4 II (nos. 1961-1968) and thirty Kolibri style RBDe 4/4 + Bt.

Nineteen new dining cars (No's WR 50 85 88-73 004 to 022) fitted with air suspension (Luftfederung) have been ordered for entry into service during 1988/9. They will replace the existing self service cars on the base of the Jura route (Geneva - Biel/Bienne Zurich - Romanshorn) and also replace some of the existing mk IV air conditioned dining cars on the East-West axis route. (Geneva - Bern - Zurich - St. Gallen). This measure will release some existing mk IV dining cars for use on other routes. The latest dining cars will herald a new concept in train catering taking into account modern eating habits without however reducing levels of quality or service. Meals will be prepared to the new French principle "Cuisson en papillote sous vide" (vacuum cooking). The SNCF has already adopted this method of food preparation on some trains between Paris and Strasbourg and some top catering establishments have found it to be a great success. The idea is welcomed by food inspectors for reasons of hygiene. Standardised containers will be used for collection and delivery to the dining cars where the ready prepared meals will be steam heated and the final touches provided. The interior of the cars will consist of a dining and service area. The design will be conducive to providing an intimate gastronomic atmosphere at main meal times whereas between main meal times the atmosphere will be acclimatised for a cosy get-together over drinks and snacks. Full waiter service will be offered by two or three personnel, depending on time or demand. The range of standard meals includes breakfast and two main course menus changing daily, warm and cold snacks, salads, cream cakes, fruit and a full range of drinks. In addition the service area will dispense "kiosk" items.

Further rolling stock orders for 1987 include 30 mk IV coaches and 275 wagons (75 Uacs, 100 Shimms and 100 Eaos). High speed trials were carried out in Germany with five S.B.B. mk IV coaches attaining a speed of 246 k.p.h. Conversely trials with D.B. stock took place in the Heitersberg Tunnel (near Zurich) in relation to forward planning for the Bahn 2000 project.

Mechanical signal boxes are being phased out at Altdorf, Cortebert, Courgenay, Hindelbank and Seuzach. On November 27 the boring of the 4350m Zurichberg Tunnel was successfully completed. This major contribution to the building of the S-Bahn is

the single largest construction project for the new system. The work took approximately 18 months to complete.

#### Blonay - Chamby

In addition to the usual service (Saturdays p.m. and Sundays from May 9 to Oct. 25) the B - C announces the following special services. April 19 normal service with steam. June 9/10/11. B - C. Festival with all available stock in operation including first run of BAM no. 6 G3/3 and SVB tramcar no. 52 Ce 2/2.

#### RhB

A Doppel-Speisewagon is to be introduced onto the Glacier Express. The double diner - the largest restaurant on wheels in Switzerland consists of vehicle nos. WR 3816 (kitchen) and 3817 (office). The provisional timetable for the period May 31, October 31 1987 indicates that the Glacier Express trains will run as follows:

| F     | G     | H     | trains |            |     | A     | B     | C     |
|-------|-------|-------|--------|------------|-----|-------|-------|-------|
| -     | 08.35 | 10.03 | dep    | St. Moritz | arr | 16.58 | 17.47 | -     |
| -     | -     | 10.10 | dep    | Davos      | arr | -     | -     | 20.03 |
| 08.52 | 10.48 | 12.25 | dep    | Chur       | arr | 14.21 | 16.00 | 18.05 |
| 10.09 | 12.05 | 13.40 | arr    | Disentis   | dep | 13.09 | 14.50 | 16.48 |
| 13.11 | 15.16 | 16.53 | arr    | Brig       | dep | 10.25 | 11.48 | 13.42 |
| 14.45 | 16.45 | 18.45 | arr    | Zermatt    | dep | 08.53 | 10.10 | 12.10 |

Each train has a restaurant car and meals can be had at these times: Train A Disentis - Chur 13.00 - 14.21 lunch (one sitting). Train B Reckingen - Chur 12.30 - 16.00 lunch (two sittings). Train C Andermatt - Chur 13.40 - 18.00 lunch or snack. Train F Chur Reckingen 08.52 - 11.00 breakfast, 11.00 - 12.30 lunch (one sitting). Train G Chur - Andermatt (note train runs via Chur) with two restaurant cars Chur - Disentis 10.50 - 12.00 lunch and one restaurant car Disentis - Andermatt 12.10 - 13.25 lunch. Train H St. Moritz - Disentis 10.10 - 11.00 breakfast or aperitif, 11.00 - 12.13 lunch (one sitting) 12.25 - 13.40 lunch (two sittings). During the current winter timetable the Glacier Express trains B and G are running daily with a restaurant car. The lunch time menu comprising soup, main course and desert costs Sfr. 25.

On Saturday 25 July and Sunday 26 September the RhB is organising special excursions through the Grisons using the combination of steam power and the nostalgic salon coaches.

#### NEWS REPORT BY GEOFF BRYSON

##### Panoramic Express to Luzern?

The M.O.B. together with the B.L.S. and S.B.B. is investigating a Sfr.30 million project to lay a third metre gauge rail 63 km from Zweisimmen via Spiez to Interlaken Ost to link with the SBB metre gauge line. The big problem is the location of the overhead wiring for the metre gauge locomotive pantographs which would have to be dual voltage. Through trains from Luzern via Interlaken to Montreux would save about 30 minutes. Target date for the project is 1991. From 1911 to 1941 metre gauge wagons were transported on standard gauge Rollchemell trucks from Zweisimmen to Interlaken Ost. Nowadays it is usually the standard gauge wagons that are carried on the metre gauge Rollbocke transporters!

##### Level Crossings

In just six months of 1986 SBB suppressed 10 level crossings and installed 26 sets of automatic barrier crossings. In Locarno the newly approved tunnel for the FART/SSIF will pave the way for the abolition of 28 level crossings.

##### Geneva

The line from Gare Eaux Vives towards Annemasse which is owned by the Canton of Geneva has been electrified on the French system of 25 kv 50 Hz bringing yet a third

system to the city. The service of 16 diesel autorails is increased to 20 trains with electrification using SNCF Z2 electric railcars. The line has a new halt at Ambilly just inside the French frontier whilst Chene Bourg is to close. Two trains are extended beyond Annemasse to Evian les Bains another to Annecy and seven to La Roche-sur-Foron. The line which was part of a pre first world war route from Dijon to Geneva and Savoy was at its busiest in World War II and with le Bouveret at the other end of the Lake they were the only two crossings for food from Vichy France to Switzerland. Wagons then rolled through the streets of neutral Geneva to Cornavin on trucks transported on the metre gauge tramways. It may soon be busy again with an extension to La Praille goods yard as part of a plan to ease Geneva's traffic problem.

#### **Magic Minutes**

Because of the symmetrical way the Trafikfahrplan is constructed the majority of corresponding pairs of trains pass each other in opposite directions at 27 and 57 minutes past each hour. On single line routes this must be at a crossing station or double track section. It is easy to check the punctuality of Swiss trains as opposing trains should both be visible at the same time and hopefully photographable.

#### **Faster from Geneva to Neuchatel and Biel/Bienne**

From May 1987 the Intercity service will take the direct curve from Morges to Bussigny/thus avoiding Renens and Lausanne. Without the need to reverse direction at Lausanne 23 minutes will be clipped from the journey time. Alternate hourly trains from Geneva Airport will continue via Delemont to Basel or via Solothurn to Zurich.

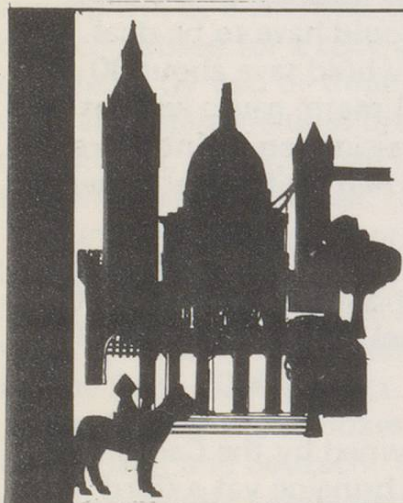
#### **REPORT FROM DEUTSCHE BUNDESBAHN. (SUPPLIED BY S.N.T.O. LONDON)**

#### **T.E.E. Rheingold**

After nearly sixty years in operation the famous Trans Europ Express Rheingold, presently running between Amsterdam and Basle with through coaches to and from Munich, will terminate when the current winter timetable period ends on 30th May 1987.

Two main reasons prompted this recent decision by the German Railways Board. One was the sharp decline in the number of visitors from the United States during 1986, who over many years have provided the largest contingent of foreign travellers on this service. On the other hand DB's impressive Intercity network with its' high degree of comfort, particularly in first class, and the added bonus of hourly intervals has attracted a large proportion of the traditional Rheingold clientele. It has therefore become uneconomical for DB to continue the service.

Will there be a new "Rheingold" one day? We understand there are no plans for the immediate future. DB would rather concentrate on a speedy completion of the lines currently under construction and the introduction of their new Intercity Express trains (ICE), both to be phased in from 1989 onwards. Meanwhile the registered trade name "Rheingold" is being kept - this may be an omen.



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