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NOMINATION OF SOCIETY OFFICERS

Nominations for the following posts are invited. President, Vice-President, Chairman, Secretary, Treasurer, Membership Secretary, Editor and four other Committee members. Nomination forms are available from the Society Secretary John Jesson (address page 2) and should be returned no later than 20th February.

MOTIONS FOR 1988 A.G.M.

Motions for inclusion in the 1988 A.G.M. should reach the Secretary no later than 20th February.

ENCLOSURES

Enclosed with this issue you find a copy of the audited 1986 accounts and minutes of the 1987 A.G.M.

CHAIRMANS NOTES

Many members will know Malcolm Hardy-Randall whose advertisements for Swiss Trains graced the pages of the Swiss Express. He has kindly volunteered to be our new Editor and I am delighted to tell you that the Committee has endorsed his appointment with immediate effect.

It is fortunate, too, that there is a nearby printer who undertakes to produce the 'Swiss Express' to the high standards to which we are accustomed and will even seek to improve on them.

The first magazine to be produced by our new Editor is scheduled to be in the post at the end of February 1988. Further editions are due in May, August and November.

Malcolm has already been in touch with Branches asking for the submission of articles, notes, etc. I know appeal to you, the individual member, to send him copy. These should be sent to him at the address shown on page 2 by 26th January 1988 - and please keep it coming thereafter.

It is appropriate here to record our appreciation of the good work done by the first printers of 'Swiss Express', Fenn Printers, who were of such help to Alan Ramage.

Finally, my thanks go to John Jesson who put together and issued in record time issue no. 11. He tells me that he will spend his Christmas holiday doing the same for no. 12.

BRIEFINGS

BAHN 2000 The referendum on 6th December 1987 produced a clear majority in favour of the proposals. This means that a design contract for a batch of 15 coaches will be let before the end of December 1987. We hope to receive an authoratative article with more details in the course of the next month.

BAHN 2000 EXHIBITION TRAIN This train visited Jenbach (Austria) during the summer. Motive power was a SBB red-liveried Re 4/4^{II}.

The train has also visited the metals of the CJ, being carried on Rollschemeln over the former standard gauge stretch from Glovelier to Saignelégier.

RAIL + BUS 2000 A vigorous campaign is being conducted by railway and bus interests alike to foster the idea of co-operation between these two modes of transport in the pursuit of efficiency and economy as well as benefitting the ecology of Switzerland. Where else can one see the equivalent of 'Rail + Bus' in four - feet - high letters emblazoned along the side of a railway coach? The Bodensee - Toggenburg has done so. SBB Following the great storms of 24/25 August 1987, no less than 651 trains were diverted over the Lötschberg. On 30th August, six SBB locos and 32 drivers from the depots of Erstfeld, Bellinzona and Chiasso were transferred to Spiez or Brig.

While the Gotthardbahn was closed, freight for the Canton Ticino was worked via Brig - Domodossola - Milan - Chiasso in customs-sealed block trains.

The Gotthard was restored to full double - track from 1st November.

TEE 'GOTTARDO' From 29th May 1988, this train from Zürich Airport to Milan will become an Intercity with first and second class accommodation. The existing stock is being converted accordingly.

RORSCHACH - HAFEN When the station was flooded in the last week of July 1987, points had to be hand - operated and train speed was reduced to 10 kph. EMU's of the Rorschach - Heiden Bahn were replaced by a SBB Ae 4/7 and a RHB coach.

KOLIBRI Officially, the four prototype and first series of production models (13) are operating Basel - Delemont, Brugg and Biel; Bern - Geneva; Thun - laupen; Neuchatel - Buttes. In practice they seem to be in service on other routes as well.

DB BR 194 Most of these locos had been returned to Germany by the end of October 1987.

INCREASED TRAFFIC ON SBB The success of the SF 100 half-price card has led to such an increase in traffic that coaches have had to be hired; 8 DB in September and October, 10 SNCF in September and 15 Austrian in October. What about it, BR? This could cut out all those confusing cut rate 'offers' and simplify things.

NEW FROM OLD Centre entrance Leichstahl coaches have been sold by the SBB and converted to control trailers. B 20-39 090-9 is now Bt 311 of the EBT and B 20-33 008-7 is Bt 341 of the VHB.

Re 4/4^V A three-system version of this class is foreseen for use with double-deck trains in the Basel and Geneva areas. The Zürich S-Bahn sets will be finished in 'Zürich blue' with yellow doors.

'WILLIAM TELL EXPRESS' The composition of the 'William Tell Express' (S.E. No. 11) is reported to be As 89-30 501, As 89-33 500, MThB Panorama dome coach, and two Einheits II B.

BRUNIG Deh 4/6 No. 913 is being rebuilt at Meiringen to class De 4/4, with the removal of the rack bogie. The locomotive will be used in the valley sections Meiringen - Interlaken and Giswil - Luzern.

DB BR 220 The seven of these diesel - hydraulics being supplied to the SBB have undergone extensive modifications at Viechtach in West Germany to halve the noise emitted in service and also substantially to reduce sound in the cab. The difficult task was successfully accomplished with the expert help of a consultant, Gschwind of Wädenswil.

SURSEE - TRIENGEN BAHN This railway was opened on 23rd November 1912 and this year celebrated its 75th anniversary by running special steam trains using original coaching stock. Since 1971 it has been freight only and operates two diesel locos. Two steam locos are kept for special trains.

REGIONALVERKEHR BERN - SOLOTHURN (RBS) The RBS has just put into service on the Bern Helvetiaplatz - Muri - Worb route what are claimed to be the longest tram/trains in town. A development of 'Tram 2000', they measure some 100 ft overall and comprise three full length coaches.

BASELSTADT Baselland transport put up the century when the Birsigtalbahn reached its hundredth birthday in October last.

FORCHBAHN The FB celebrated its 75th anniversary on 29th November 1987. Perhaps the Editor will permit a short article on this less well known line later on.

LÖTSCHBERG CAR CARRIERS With the use of SEB vehicles and alterations to the installations at Kandersteg and Goppenstein, the HLS intends to inaugurate a service of trains at peak periods with an interval of only 8½ minutes, moving 550 cars an hour.

ORBE CHAVORNAY This enterprising short line hopes to get a new railcar in 1989, so visit this interesting railway before their superbly kept old units go.

FONT - BRASSUS Another little known line, this runs from Vallorbe. It is worth a visit before the line acquires two 'Kolibri' sets for through working to Lausanne.

LAUSANNE Approval has been given to an 8 km light rail line to run from Flon to Renens via Ecublens.

FURKA - OBERALP The section Andermatt - Realp was restored to use at the end of October, following the summer storm damage. After what must have been herculian efforts, the Schöllenenbahn, from Göschenen to Andermatt, was re-opened on 12th November.

1988 CELEBRATIONS 1988 sees the 75th anniversary of the opening of the line from Frutigen to Brig via the Lötschberg tunnel on the 15th July 1913. It is also the 100th anniversary of the Brunig line of the SBB. These anniversaries are to be celebrated by a joint railway exhibition in Interlaken from 12th to 21st August 1988. Attractions planned include an exhibition of Swiss and foreign motive power, standard gauge at Interlaken West and narrow gauge at Interlaken Ost; historic and special trains; steam trips to Interlaken over several routes (the HLS hopes to have a steam locomotive of its own in running order); extra trains, some with a TGV; passenger carrying miniature railway; model railway exhibition.

SECRETARYS NOTES

I have discovered over the past couple of months some of the difficulties of editing a magazine. I have also discovered just how easy it is to forget the obvious. Alan Pike supplied the photograph for the front of issue no. 11 - and I forgot to caption it within ! My apologies to him, and to all of you long - suffering members. Alans photograph was of RhB railcar no. 45 at Poschiavo in the snow. For this issue, in contrast, we have something to assist the Christmas spirit in warming you up. SBB preserved Be 4/6 12320 basks in the summer sun outside the shed at Winterthur depot.

After putting this issue to bed I shall hand over to Malcolm Hardy - Randall. I would like to take this opportunity of thanking all those who sent me material at such short notice. Rest assured that all unused articles are being passed on to Malcolm to give him a start. It takes a lot of articles to keep a magazine going and to make it interesting, so please keep Malcolm well supplied.

In this issue is a plan of an SBB - PTT post van. Do you want more, and if so, would you like plans of postal vehicles running on private lines as well as on the Federal system ? Please write to me to let me know, rather than Malcolm, as it is I who will have to get the drawings together.

John Jesson

STOP PRESS.....Just received at Victors is the Lima SBB Einheits type I 2nd class coach. First indications are that it is another good model. More information in a later magazine.