

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 2 (1988-1990)  
**Heft:** 7  
  
**Rubrik:** From the editors notepad

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## FROM THE EDITORS NOTEPAD.

**General.** The national average distance travelled by the rail passenger for the year 1988, in kilometres, was :- Switzerland 1597, France 1091, England 644 and the USA 76.

**S.B.B.** Stock changes: **Arrivals.** RBD<sub>e</sub>4/4 No. 2147 - 2152. Tractors XTm 91566, 91568, 91569, 91573 & 91574. **Departures.** Freightwagons, type E six, Gkm-v one, Gms nineteen, Klms one, Ks two, Lbs two, Lkkm twenty one and Db "Sputniks" fourteen. Brünig wagon Eak No. 6010 has been reclassified as Service wagon X9961.

Locomotives Ae6/6. No.11519 "Giubiasco" and No.11520 "Langnau IE" have been sold to the VHB (Huttwil) to operate the freight train service between Wolhusen and Langenthal. No. 11520 has a rather appropriate name for working on the VHB line.

Ae8/14 No.11852 was sent from the VHS Luzern for repaint in the workshops Zürich has been on display during June in Luino prior to its return to the VHS.

De4/4 No.1671, at the end of March, had the distinction of being the last of its type to leave the SBB stock list.

HGe4/4<sup>II</sup> No. 101 963 7 has left the works of SLM and is awaiting fitting out by Asea BBC before entering service on the SBB Brünig line.

The Type A coach, Eurofima A 19 70 500 has been repainted in the colours of the Eurocity Express service. This is part of the refurbishing of all Eurofima Type A 19 70 series and Bpm 20 70 series.

The 9th March 1989 was another record day for the Gotthard line, when 125,000 tonnes were carried over the route.

Re4/4<sup>IV</sup> locos Nos. 10101 and 10103 have been fitted with a new drive mechanism by Asea BBC, and have now returned to normal duties.

Steam locomotive C5/6 No 2978 has been moved from Vallorbe to Hw Biel for a mechanical overhaul prior to taking part in the 150 year Jubilee of the Dutch railway network, Nederlandse Spoorwegen.

Discussions are underway with regard to the improvements of the feeder lines for the proposed low level tunnels for the Gotthard. Proposals put forward include; a new line Sempach to Immensee via a new low level station in Luzern, a tunnel between Zürich and Zug near Üetliberg, a new tunnel between Zug and Arth Goldau, a third track to be added to the route Lenzburg - Wohlen - Immensee - Arth Goldau and improvements to the sector Lamone - Chiasso.

The go ahead was received on 10 May from the Federal government to proceed with plans for the construction of the Gotthard Base tunnel. Subject to legislation and final survey reports the route will be from Amsteg to Bodio (49 kms). The construction cost is given as SFr3000 million with an extra SFr2.400 million for the approaches. The tunnel must be serviceable by 2010 with planning aiming at 2007.

Nyon. Is the venue for Rail Expo, which will take place on 13 - 15. October 1989.

**BIEL Depot and workshops.** Will be open to the general public on the 28. October 1989. Depot list includes; Ae6/6, RBe4/4, Be4/7, and various "rangierloks".

RBD<sub>e</sub>4/4 Nos. 2132 - 2146, have been allocated the following names:- Birr-Lupfig, Avenches, Cressier NE, Niederbipp, Andelfingen, Brugg BE, Münchenbuchsee, Steinhausen, Tecknau and Muralto.

The working Historical locomotives based in Kreisdirektion I (District Control) will operate during the summer on **Thursdays** as follows; Ae3/6<sup>III</sup> No.10264, in Lausanne area between 08:00 and 09:30, Ae3/5 No.10217 between Bern and Langnau from 11:30 to 13:30 and Be4/7 No.12504 in the Biel area from 12:00 to 13:30 and 17:00 and 19:30.



One of the new S-Bahn locomotives of the type Re4/4<sup>V</sup> Class 450 will be on display at the VHS Museum in Luzern from 7th to the 15 October for the annual Model Railway Exhibition.

The first of the S-Bahn driving trailers Bt 50 85 26 33 900 has left the SIG works at Pratteln

Locomotive Re4/4<sup>I</sup> No 10007 was recently seen working the Bern - Zürich sector of the Bern - St Gallen Intercity service IC925.

A new "Triebwagen" has arrived in the Zürich area for use on the SBB Zürich to Rb Limmatal section. The unit is an RAm1/2 numbered 329 414, and will be under the care of the Zürich depot and Hw Zürich. No information on performance is available at this time, but it has been revealed by a very reliable source that the specification for this unit can be found in the Citreon handbook for the 2CV6.

As the Re4/4<sup>II</sup> Nos.11377 - 11397 are processed through the R3 overhaul, they will be fitted with a handrail located above the right hand headlamp. The handrail which was earlier fitted to No.11230, as a trial, is vertically mounted to a point just above the headlamp, then is bent at 45° to a point in line with the top of the Swiss Cross.

To speed up the shipment of about 100,000 m<sup>3</sup> of gravel required over the next three years for the freight yard and station area in Zürich, a new loading facility has been built for the company Keiswerk Hüntwangen at their depot near Eglisau. The gravel will be loaded into blocktrains consisting of 18 bottom discharge wagons of the type Fals177 each with a gross weight of 57 tonnes.

A route path application for transit of the Gotthard, has been received by the SBB from the German tour company T.U.I. (Touristik Union International). The plan is to reroute the special holiday trains away from the Brenner and Lötschberg routes into Italy when the FS staff are on strike. The special trains would terminate in Chiasso and the passengers would then be bussed the remaining 50 kms to Milan.

A new agreement between the SBB and the DB has been drawn up, which will result in not only a much faster transit time for the freight service between the two countries but also an increase in traffic from the present 77 daily scheduled freight services. This is part of the planned improvements by all mainland European railways to prepare for the increase in expected traffic after 1992.

Re4/4<sup>II</sup> No.11248 has been fitted with rear view mirrors in both of the drivers doors.

The SBB has started a new same day delivery Courier service for small consignments of up to 20kg, between 36 mainline station in Switzerland and 30 main stations in Germany and 18 in Austria. Shipment of the goods is via the IC/EC Express train services between the three countries.

The overhead catenary in the section Croy-Romainmôtier and Vallorbe, is to be replaced within the next year as part of the upgrade of this international line presently used by the Paris - Lausanne TGV service.

#### **BAHN 2000. Lausanne/Iselle.**

The section of the east west transversal line between Martigny and Sion is to be regraded up to 200km/h by 1995, in preparation for the arrival of the Re4/4<sup>VI</sup> Class 460 locomotive. Track between Saxon and Riddes is to be relaid with SBB type VI 60kg/m rails in place of the present SBB type IV 54kg/m. Pointwork in the area Riddes-Choson area is to be replaced to allow transit speeds of 90km/h instead of the present 40. The track between Sierre and Leuk is to be rerouted via two tunnels with an aggregate length of 3.2km, and a second track is to be added to replace the curving single track section between Salgesch and Leuk. The station of Brig is to undergo complete modernisation. The section Brig-Iselle through the Simplon tunnel is to be graded for a maximum speed of 160km/h. for Re4/4<sup>IV</sup> hauled traffic.



## **Genève/Lausanne/Biel/Basel.**

A new tunnel is to be built in the section near Eclépens, to provide a better route past the sharp curve in the present track.

The section Genève to Morges (1998) is to be fitted with a third track for most of the route, as are the sections Lengnau - Biel (2000) and Muttentz - Basel (1992). The section Onnens - Gorgier - St Aubin will be laid with a second track by 1995. Completion dates are shown in brackets.

## **Luzern and Brünig area.**

The latest maps for this area and the booklet on the new station in Luzern show provision has been made for an underground platform area, beneath the Kongresshaus, for four platforms serving the Gotthard line trains, connected to a 5 km tunnel under part of the lake and the city to a point just south of Ebikon. This would link with the double track being laid on the Zug to Cham (1990) and Rotkreuz to Ebikon (1993) section. Traffic to and from the Gotthard would travel via Rotkreuz and not via the single line through Meggen.

The section Brienz to Meiringen (2000) is to be laid with a second track for most of the route, as is the section Allmend to Hergiswil (1995).

**S.B.B./F.S.** The 7.2km Monte Olimpino II bypass tunnel from the south side of Chiasso to Bivio Rosales, opened for traffic on the 28th May. This will allow the heavy freight traffic to avoid the busy Como - Albata area.

**A.S.D.** To enable construction work to be completed on this line, a bus service was in operation for the period 10. April to 3. May. Normal traffic has since been resumed.

**B.C.** Ex Furka Oberalp locomotive HG3/4 No. 3 has completed a major rebuild and is in service on the museum line. The locomotive is also available for special functions.

**F.O.** The companies Asega of Disikon and Lorenz of Stuttgart, have supplied and installed a fully electronic train control system in the Andermatt area.

The station area of Brig and the track between Naters and Brig, is to undergo a complete rebuild. This will allow through working of trains from the FO/BVZ without direction reversal. The proposal is that trains to Andermatt will cross the SBB lines above the Simplon tunnel area.

The last of the BDeh2/4's, No.45 has been repainted from its old distinctive red colour to the new FO red scheme.

The peak period service between Brig and Betten, has been replaced by a bus service via Bitsch and Mörel.

Delivery has been taken of four Panorama coaches - As 4011 to 4014 - to be used on the Glacier Express.

Four more locomotives of the type HGe4/4II's are due for delivery in the near future.

The ten coaches of the series B4263 - 4272 have been completely overhauled and modernised by Schindler Waggon AG. The coaches were built by FFS/SIG and originally delivered in 1965/8. The rebuilt units have been fitted with fabric seats and new lighting. The interior luggage racks above the seats have been replaced by a reserved baggage space near the door.

**NStCM.** The train service between St Cergue and La Givrine was suspended for the period 24. April to 4. August 1989, to enable reconstruction work to be carried out on this line. Passenger traffic is being catered for by a bus service between the two points.

**M.O.B.** The rolling stock requirements for the through line from Montreux to Luzern, will be four Type GDe4/4 locomotives for use with 800 v DC or 15kV AC supplies plus 20 Panoramic coaches. Trains will consist of locomotive plus five coaches.

**Olten.** A discussion is underway into the feasibility of constructing a high level monorail system from the town to Egerkingen.



**S.O.B.** In 1991, this line celebrates its 100th Jubilee, and to coincide with that occasion the Express service from Bodensee to Luzern will be operated by the new Pendelzug trains. Coaches will be the fully air conditioned type four coaches as supplied to the SBB. Consist will be Re4/4, A, B, B, Bt.

A rally is being held on the 29 October at Einsiedeln, to commemorate the 50 years of electric traction on the line.

As a result of the work being done for Bahn 2000 and the Zürich S-Bahn, a study is being made into the doubling of the track across the Rapperswiler Seedamm to the SBB line at Pfäffikon

**S.Z.U.** The company has been given the financial all clear to proceed with the doubling of the tracks between; Saalsporthalle - Brunau, Leimbach - Sood, Binz - Tiergarten - Friesenberg and station Borweg.

The installation of the trackwork in the Selnau to Hauptbahnhof tunnel began in May.

The Ex BT, No.13, Be4/4 locomotive has been renumbered as No.42.

S.L.M./Siemens Albis has received an order for 8 Triebwagen of the type Be4/4, for use on the Üetliberg line. The units along with the associated coaches and driving trailers will be delivered during 1991/2.

**A.B.** The ABDeh4/4 No.5, originally built for the S.G.A. in 1931 has been completely restored. It will be employed on special nostalgic services between St Gallen-Gais-Appenzell. No.5 along with coaches ABi No.51 (1909) and Bi No.61 (1913) will form the special train running to celebrate the 100 years of the Gaiserbahn.

The tractor Tm 501 is to be withdrawn from service and sent for overhaul. In the meantime its shunting duties in Appenzell have been taken over by Tm 4981 on loan from the Furka Oberalp Bahn.

**B.L.S.** The Federal government has approved the plans for a base tunnel to be built but there are several proposed routes that it may take, either; Reichenbach to Lalden then Eyholz to Iselle, Kandergrund to Gampel-Steg or Frutigen to near Baltschieder, the current favourite being between Kandergrund and the Gempel/Steg area. Protests from local residents of Gempel/Steg has cast a shadow over the plan. Construction of the tunnel will take eight years and will cost SFr1,700 million with an extra SFr400 million being required for the construction of the motorail terminals serving the A6 and N9 roads. Ratification of the plan is still required. Who the operating company will be has not been decided between the B.L.S. and the S.B.B..

Freight train locomotive exchanges in Thun, for all through workings between Basel and Domodossala, have now been reduced to absolute minimum. The locomotives will now work the trains from either departure point right through to destination, thus saving on equipment and staff. Both SBB and BLS loco staff are being trained on each others motive power.

To permit the larger, 4 metre high, lorries from the EEC to transit the Lötschberg tunnel, a proposal has been put forward to lay a third track in the tunnel. The new track would straddle the present tracks thus allowing the "piggyback" Huckepack train to travel along the centre line of the tunnel. Whilst the special track is in use the tunnel would be closed to all traffic not running in the same direction as the piggyback train. Cost would be SFr100 million and the completion date be 1992.

To commemorate the 150 year anniversary of the Brienzersee steamer service, the whole area around the lake is staging special events, one such event being special excursions on the lake steamers and a disco evening on 15. Sept. The queen of the lake the paddle steamer Lötschberg has just undergone a £350,000 refit and improvement programme, completed in time for its own 75th anniversary which coincides with the main events.



Re4/4's are being used on the SBB main line from Brig to Sion, using SBB drivers under instruction.

SBB Locomotives of the type Re4/4<sup>IV</sup> Nos.10101-4 have been cleared for use on the Bern-Brig sector, to take advantage of the higher speed of 160km/h - only allowed for this locomotive type - on the Bern-Thun section, for such trains as the EC6/7 Lötschberg and the EC72/73 Matterhorn expresses. SBB Loco Re4/4<sup>IV</sup> No.10102 was recently based at Spiez depot for driver training.

A record for freight haulage over the Lötschberg line was set at the end of last year, when 12,414 tonnes nett was carried in one day over a line which is still single track in one area.

An order has been placed for the supply of a further 5 EW IVA and 9 EW IVB coaches, with delivery planned for between the end of 1990 and the beginning 1991

**B.T.** Two EW IVA and six EW IVB were obtained from the SBB in May, which enabled the running of special coach sets on the Romanshorn to Luzern service.

The new station on the line from Herisau to St Gallen has been named Gübsensee. Kursbuch Table 870.

**L.S.E.** An engineering consultative proposal is being considered to rebuild the section from Grafenort to Engleberg. The removal of the 24.6% rack section would allow the train capacity to be increased from the present 3 coaches up to 9 coaches. A complete interchange of equipment with the SBB Brünig is planned.

The coaches of the Type B45 - 50, have been completely overhauled and modernised - by Schindler Waggon AG - with new interiors including fabric seat coverings to replace the plastic covered seating and neon lighting instead of light bulbs.

An order has been placed with Schindler Waggon for the supply of five coaches for the Pendelzug trains, which are to be delivered in 1990/1.

**Rh.B.** The locomotive Ge4/4 No.609 was carrying out profile tests on the Chur - Arosa line during May. This is in preparation for the through working to the main line due in 1995. The motive power for these tests was a DC powered Triebwagen.

A diesel hydraulic locomotive has been delivered to the RhB, for use on the construction of the 19 km Vereina Tunnel between Klosters and Susch-Lavin due to commence in 1990. The new loco has been given the classification Gm4/4 and the RhB No.241.

Three more "pendelzug" trains are to be built, using the formation Ge4/4<sup>I</sup> B, B, AB, BDt.

1995 has been given as the completion date for the conversion of the Chur - Arosa line to 11kV catenary operation, the construction of the new RhB underground station in Chur is due to commence in 1991.

The standard coach of the type EW IIB No.2383 set a new trend on the RhB, in so far as it is fitted with automatic door closing equipment. The experiment proved so successful that the system is now being fitted to other coaches.

The plans to build a central platform at Thusis station along with a 300 m crossing track, all at a cost of SFr20 million have been approved. Construction is due to commence in early 1990.

**R.B.S.** The Regionalverkehr Bern-Solothurn workshop in Solothurn has recently completed the total rebuild of two open ended B Class (315 - 316) coaches into two ultra modern units.

**D.F.B.** The steam locomotive "Weisshorn" is undergoing a total rebuild, and part of this work involves the replacement of all of the firebox roof supports. When the work is complete the locomotive will go into service on the old F.O. line via Gletsch which is currently being brought back into service by a private group.



**B.V.Z.** The Deh4/4's are undergoing routine overhaul at the Glisergrund workshops, after which the unit is repainted in the new colour scheme. The roof area is Silver, the body sides are Red with a large silver stripe along the length. The base of the bodywork is dark grey with a silver stripe in line with the base of the gangway plate in the driver's door.

Nine coaches in the series B2261 - 2266 and AB 2161 - 2163, have also been overhauled and modernised by Schindler Waggon, to the same standard as those of the F.O. and L.S.E.

**M.Th.B.** The BLS group has sent on loan two of the ABDe4/8 Nos. SEZ 741 and BN 743, for "regionalzug" service on the Konstanz - Weinfelden line.

**B.O.B.** The section of the route between Wilderswil and Zweilütschinen, is to be double track and graded for a higher speed. This will increase the line capacity and reduce the amount of rolling stock required.

**F.L.P.** A study commission is looking into the feasibility and cost of extending the Lugano to Ponte Tresa line as far as Varese in Italy. From 1915 to 1955 there was a rail link of 1100 mm gauge between the two towns.

**Oe.B.B.** To celebrate the 90th anniversary of the Oesingen Balsthal Bahn, a railway day is being held at Balsthal from 8 to 10. September 1989. [Ed. Apologies for late entry, this info only received on 10. July.]

Sources. SBB Magazin, SBB Cargo, BLS Panorama, TT Revue, Schweizer Eisenbahn Revue, Eisenbahn Amateur, Press releases and Eisenbahn Zeitschrift.

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