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# EDITORS NOTEPAD

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**S.B.B.** Agreement has been reached for the Gotthard tunnel to be built between Erstfeld and Biasca, the 46 km long tunnel is planned to open for traffic by 2010. Further discussion are underway to decide upon the link up between the new tunnel and the Eastern area of Switzerland.

The telephone service on trains has now been extended to the Basel - Chur line and the half-hourly IC service Zürich - Bern.

Agreement has been reached for the construction of the double gauge line from Zweisimmen to Interlaken Ost. The work being undertaken by the SBB, BLS and the MOB will commence in 1991 and is due to be completed in 1995. New dual voltage locomotives for the MOB and Riggensbach rack fitted coaches will make through running of the "Super Panoramic Express" possible between Montreux and Luzern.

The fitting of the second track between Brugg and Othmarsingen is due to commence in 1990, completion of the Brugg - Birrfeld section being 1993 and to Othmarsingen by 1996.

The opening of the rebuilt station in Luzern is planned to take place at 9:05 on February 5th 1991, to coincide with the 20th anniversary of the great fire that destroyed the previous building. The original station portal will be rebuilt in front of the new building, which has on its underground levels 19 shops and restaurants as well as an area for the proposed building of the through line to and from the Gotthard.

The electro-mechanical signalling system at Corgenay, has been replaced with the Domino 69 system built and installed by Integra-Signum of Wallisellen. The new system became operational on 2nd July 1989. The signalling equipment at Aesch was replaced by the Domino 67 system and became operational on 8th October 1989.

Work on the Mont-d'Or tunnel has been completed on time and is now open for normal traffic.

Triebwagen RBe4/4 No1480, fell victim to the vandals spraycan while based overnight in Brugg, the whole side has been covered in graffiti. The report makes no mention of repaint details.

The first lady locomotive driver is currently under training, and she is due to commence driving duty at the Biel depot in December 1989.

Orders for the dual voltage Re4/4 type 460 - costing SFr6.9 million - for service on the cross border IC/EC trains, have been increased from 12 to 24.

The "Kolibri" units numbered 2147 to 2150, have been allocated the following names, Les Eplatures, Frick, Reinach and La Neuveville.

As new motive power becomes available for the Bahn 2000, the type Ae4/7's built by BBC/MFO will be withdrawn at the rate of 2 per year starting from 1991. The BDe4/4 and Be4/6 will be withdrawn from service by 1995.

The coach type DZt 33 920 959 has been reclassified as Dt, after the removal of the postal equipment.

The 435 coaches used on the international services are undergoing changes internally during the refit, the area for the non smoking passenger is being increased from 56% to 66%.

The lightsteel coaches A17 33 005-8 and B29 33 339-7 which had been withdrawn from service are now based at Pratteln, for use as a Bank branch.

The driving coach NPZ Bt 29 34 945 was completely gutted by fire on the night of the 16th/17th July at the Biel depot.



Locomotive type Re4/4<sup>II</sup> hauling the Zürich to München EC service "Bavaria" was severely damaged in a head on collision with ÖBB locomotive type 1044.023 hauling the IC service "Montfort". The accident occurred at 08:49 on the 30th August at Reidenburg near Bregenz, the cause appeared to be an ÖBB signal failure.

The 19.6km route from Schaffhausen to Singen in Germany has been electrified by the DB and is now operated by SBB type Re4/4<sup>II</sup>'s and Re6/6's driven by DB drivers who have been undergoing training with the SBB. Journey times have been reduced by 8 minutes. With the electrification of the route as far as Stuttgart, the journey time from Zürich to Stuttgart will be reduced by approximately 20 minutes.

The station at Schaffhausen is to be completely rebuilt as part of the Bahn 2000 project and to cater for the S-Bahn service from Zürich.

The proposed purchase of the Italian "Pendolino" appears to have dropped, on the basis of unit cost which was considered to be too high.

Coaching stock on the Luzern to Bern express train service is now the Type IV coach.

The two Ae6/6's (S.E.No.7.) sold to the EBT group have been painted red prior to delivery.

From 1990 the Re4/4<sup>I</sup>'s operating the Locarno to Lugano and Luzern/Zug to Airolo services will be replaced by NPZ stock.

**New Stock.** Re4/4 type 450 numbers 450 000 to 450 005. RBDe4/4's numbered 2153 to 2158 have been delivered during the period June to August.

Locomotive duties in the Basel Rheinhafen area are being assisted by the use of two DB locomotives of the type BR150, numbered 150 072 & 150 082.

The Eurocity service EC55 "Raffaello" from Basel to Milan/Rome/Venice is being operated with the latest air conditioned coaches of the FS, painted in their distinctive Blue colour scheme.

Restaurant coaches Type WR 33 503 and 33 505 have been loaned to the DB during the summer season for operation on "Autozüge" and Hapag-Lloyd services.

Swissair, in conjunction with the SBB and FS authorities has launched a new airfreight scheme between Milan and the Americas and Far East. Airfreight containers are shipped by road from Milan to Chiasso where they are transferred onto a special service freight train to Birrfeld, from where they are shipped by road to the airport at Zürich Kloten for onwards shipment to their destination airport. Incoming Swissair cargo for Milan is also sent via this route.

The SBB has announced plans to go ahead with a new freight service based on the "Liner Trains" using the ACTS intermodal system. Freight wagons loaded with up to three of the new containers would be hauled over the main line to the nearest transfer point for the load carried. At the transfer point the container would be swung out and offloaded onto a road vehicle or another train for the next stage of the journey. Transfer of the containers takes just a few minutes. Loads consisting of liquids, refrigerated goods, open wagonloads or sealed units can be carried. The first major trial of the new system is due to take place before the end of 1990.

**S.B.B Brünig.** The new HGe4/4 locomotives being delivered to this line will be painted Red with Black roof, base and a Black stripe between the headlights upon which will be painted the number.

**Genève.** The Cantonal government of Genève has given approval for the construction of a Metro line in the area. The SFr142 required to fund the scheme will be provided by the SBB and the Canton Govt. Part of the route will be via existing SBB tracks from Sécheron via Cornavin and then on to a new station at Bachet de Pesay via Cayla.

Also planned is a tram route - No.13 - from Bachet de Pesay to Cornavin which only requires about 2kms of new track to be laid.



**B.A.M.** Passenger traffic on this line increased in 1988 by 19.6%.

**B.L.S.** Two SBB Am4/4's (ex DB V220) were used to haul the maintenance train used to carry out the work required on the overhead catenary system in the sections of Kandersteg and Goppenstein.

Approval has been given for the construction of the low level tunnel from near Kandergrund to Gempal-Steg. Details of the terminal sites for the autozug service are still being worked out.

Finance requested for the proposed third track inside the Lötschberg tunnel amounts to approximately SFr200 million. The track would be for the use of the 4 metre high lorries on the "Huckepack" service, which cannot transit the Gotthard tunnel which is limited to 3.95 metres. The track would be removed upon completion of the basis tunnel in 2010.

Passenger traffic during 1988 was a record for this line with 9.04 passengers carried.

Passenger Coach EW<sup>I</sup> Type AB No.804 has been refurbished and fitted with air conditioning units mounted in the roof area over the doors. This is a trial period before a decision is taken with regard to other stock in this class. Colour scheme for the coach is as per the Type EW<sup>IV</sup>.

New rolling stock for the autozug service has been designed and is being built. The new side loading wagons, rampwagons and car carriers are fitted with a new style twin axle bogie unit fitted with wheels of 480mm diameter, giving the wagons a floor height of only 650mm above rail height. To control the train a new style "Steurwagon" Control coach type BDt has been designed by Schindler Waggon in Pratteln capable of carrying up to 10 motorcycles and 24 seated passengers. Drivers cab is a replica of the RBe4/4's of the BLS, and the coach is able to run with either RE4/4 or Ae4/4's on the car trains between Kandersteg and Goppenstein or Iselle in Italy. Planned composition of the trains will be 2 side loading wagons, 2 rampwagons and 5 intermediate car carriers, a possible maximum of 10 car carriers is allowed.

**B.T.** The 5.3km long section from Haggen to Herisau is now the busiest part of the BT network with over 100 trains each working day.

Two EW<sup>IV</sup>A and 6 EW<sup>IV</sup>B coaches have been ordered for the new express service to Luzern, and 6 Type EW<sup>II</sup>B are being refurbished for use with the RABDe4/12 Pendelzüge.

The lightsteel coaches Nos. 323/4 have been rebuilt into cycle carrying coaches and designated type D numbered 811/2.

The new Re4/4 locomotives Nos. 91/6 have proved to be very popular with staff and are in regular use on the express service Romanshorn to Luzern and the regional service Romanshorn to Rapperswil. Since delivery in October 1987 locomotive number 92 has amassed a total of 250,000 kms.

**C.M.N.** Two new Triebwagens have been ordered from ACMV Vevey for delivery in 1991, to work the line La Chaux de Fonds to Les Ponts de Martel. The new Be4/4's will weigh 34 tonnes and have a top speed of 80km/h.

**F.A.R.T** a total of 10 new low floored articulated Triebwagens have been ordered from ACMV Vevey, for service on the Domodossola to Locarno line. The ABe4/6's will be ready for duty in 1992 and have a seating capacity of 18 in first class and 64 in second class. The ABe4/6 will be fitted with asynchronous motors with a total continuous rating of 600kW. The tare weight is 42.5 tonnes and the maximum speed 80km/h.

The tunnel being built at the Locarno end of the route is now programmed to open at the end of 1991. When completed the start and end of the route will be in underground stations.

**F.O.** Locomotives HGe4/4<sup>II</sup> numbered 106 to 108 have been delivered and



are now in revenue service. Numbers 104 and 105 are the rebuilt units used by the SBB Brünig line until earlier this year, and will follow when the bogies have been replaced with ABT fitted units and the locomotives repainted with the FO Logo etc.

The first Swiss all electronic ticket system has been put into service on this line. The equipment used by the train staff will update the central computer which in turn will revise information held in the ticket units.

**HUPAC** A rebuild of the lorry loading terminals is planned and due for completion in 1995.

In 1988 the number of lorries carried was in excess of 114,000 via the Gotthard route.

**M.O.B.** The "Panoramic Express" services carried 2.5 million passengers during 1988. (*Now I know why the front seat is always full. Ed*)

**Zürich** The local government is studying plans for a monorail service to serve the Flughafen to Glattbrugg and Stettbach areas.

**S.O.B.** SBB Double deck passenger coaches have been undergoing profile tests in the Rapperswil Pfäffikon SZ area to see if they can be used on the route via the Seedamm.

**S.Z.U.** Work began this year on the conversion of the single track bridge over the Sihl river into a double track unit.

**P.B.** The steam powered Triebwagen Bhm No.9 has been taken from the VHS in Luzern to the Pilatus Bahn to take part in the 100 year celebrations of this incredible line. On completion it will return to the VHS.

**G.F.M.** Two Triebwagens and three Steurwagens have been ordered for service on the metregauge section of this railway. No delivery date is given for the new stock.

**M.Th.B.** The major overhaul of all Triebwagens of the type ABDe4/4 has now been completed by Schindler Waggon Pratteln, while this work was carried out units from other railway systems were loaned to the MThB.

**Rh.B.** The celebrations on this network included the DB "ICE" train which ran over the RhB tracks as far as Domet/Ems via the three rail track. Handling of the train under the 11kV catenary was said to be faultless. The DB train ran in a parade from Landquart to Chur with an SBB RABe EC train on one side and an RhB Ge4/4 on the metregauge track alongside.

The design details of the new type Ge4/4<sup>III</sup> locomotive Nos.641 - 646 has been released. The design is based upon that used for the SZU Re4/4's. service weight is 61 tonnes, and the four thyristor controlled motors are able to produce a maximum power rating of 3200kW or a continuous rating of 2400kW. Top speed of the new locomotive is 100km/h, and the maximum trailing load is 290 tonnes at 60km/h on a 3.5% gradient or 210 tonnes at 50km/h on a 4.5% gradient.

**V.V.T.** The SBB steam locomotive C5/6 No. 2978 has returned to the VVT depot at St Sulpice after taking part in the 150 year anniversary celebrations of the Dutch Railway network.

**C.J.** The rotary snowplough Xrote No 811, has been sold to the BOB and will be based at Zweisiltschinnen.

**W.S.B.** Triebwagen type Be4/4 No.18 was severely damaged by fire on during the night of 24th June.

Triebwagens Type Be4/4 Nos. 9 - 14 have been fitted with a single arm pantograph to supplement the diamond type unit. Both pantographs are used on the 750v DC supply when hauling a second coach.

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