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Swiss Federal Railways (SBB)

During 1989 the SBB carried 259.7 million passengers (+0.1%) and ran 11.03 million passenger/km (+2.1%). For the first time freight exceeded 50 million tonnes. Container traffic was up by 37.3% and "Rolling Road" traffic by 24.1%.

The first woman candidate for locomotive driver has begun training at Winterthur depot.

On the 28 May the Zurich S-Bahn began operation, offering far better connections in the Canton and some neighbouring towns. The first impressions of the service are very favourable. Wherever possible it is intended that the Zurich S-Bahn sets will run with locomotive and control trailer with the same numbering.

The new Track 3 at Zurich Hauptbahnhof was brought into use at the end of March. It was formerly described as Gleis 0. The raising of platforms at the Hauptbahnhof to 55cm will be taking place until October of this year.

A supplement of SFr5 has been imposed on all Swiss internal journeys on trains formed of RABe EC units.

On 31st March, RBe4/4 1454 was severely damaged by fire between Uster and Aathal. Arson is suspected.

Ae3/6' 10694, which has one old and one modern pantograph, underwent an R1 overhaul during February. Similarly, 10691 (single pantograph and BBC air-blast circuit breaker) was given an R1 overhaul during May.

The footstep and handrail, which have been added to the ends of various Re4/4" locomotives to aid in the coupling of UIC jumper cables, have now appeared on Ae 6/6 11433 which is still in the old green livery.

Negotiations are in hand for the sale of 50 lightweight coaches (in the series B 29-33) to the Deutsch Reichbahn, to be formed into sets for suburban work around Halle.

A special train was run on 30th March in connection with the retirement of Generaldirektor Latscha. It ran as *Bauzug mit Personenbeforderung* from Zurich to Dubendorf and consisted of a Tm^{IV} and Intraflug Bar coach 4146.

Some interesting double headed trains:

7355	15.15	Sargans-Chur	Ae4/7 + Re4/4''	MD
4274	14.16	St.Maurice-Monthey	Ae6/6 + BDe4/4	M-F
5660	16.00	Burgdorf-Bern	EBT push-pull + Re4/4''	M-F
54431	14.35	Lausanne Rbf-Winterthur	2 x Ae6/6	M-F
95365	18.15	Kreuzlingen-Romanshorn	Ae4/7 + Ae3/6'	M-F
8532	09.45	Wil-Winterthur	2 x Ae4/7	T-F
6947	13.15	Rotkreuz-Ebikon	Ae4/7 with Ee3/3 attached behind	FD

MD Mondays only: FD Fridays only: M-F Monday-Friday: T-F Tuesday-Friday

A BLS Ae6/8 usually works several freights over the SBB line between Bern Weyermannhaus and Thun/Biel:

50012	07.30	Thun-Bern
51023	12.50	Bern-Thun
50026	14.30	Thun-Bern
50832	17.10	Bern-Biel (with Ae3/6' piloting)
51835	18.20	Biel-Thun

On 12 April, a special train (Zug 33301) ran from Winterthur to Catania/Palermo. Formed of six FS coaches, it was hauled from Zurich to Arth Goldau by an Ae4/7. This class is today only rarely seen on this route, its appearance in express passenger service is extremely unusual! Another surprise appearance of this class occurred on 29th April when Ae4/7 11004 worked express 2832 from Winterthur to Basel, in place of the usual Re4/4".

More unusual motive power, on April 23rd train 8431 from Winterthur to Wil consisted of twelve Bm coaches headed by an Re4/4" instead of the usual RBe4/4 push-pull set. The stock was returning from Schaffhausen after working a military train. On the following day Winterthur turned out an RBe4/4 to work a cement train from Rekingen forward to Altstatten (via Kloten) in place of the booked Ae4/7.

Be4/6 1613 is now listed among the historic motive power and is allocated to Lausanne. On the other hand, Winterthur's Bm4/4" No.18451 has been withdrawn from the list.

Train 421 "Lutetia" (07.14 Paris-Frasne-Berne) is worked (Monday-Friday) by an Re6/6. This locomotive previously works an optional cement train, 08.20 Cornaux-Pontarlier, but if this train is not running, it goes light engine as far as Travers where it is attached to the rear of NPZ 4464 (09.37 Travers-Pontarlier). Train 428 "Lemano" (18.00 Bern-Frasne) is also worked by an Re6/6, which then returns with empty cement wagons. At weekends an Re4/4' is rostered.

Brunig (SBB)

With the advent of the production series of HGe4/4"s, locomotives are now working right through, running round their trains at Meiringen.

Bern-Lotschberg-Simplon (BLS)

BLS Group Traffic results for 1989:

	Passenger traffic	Freight traffic
BLS	+3%	+11%
BN	+2%	+12%
GBS	+1%	-7%
SEZ	+2%	-11%

Car carrier traffic through the Lotschberg tunnel increased by 11.6% to a record 1.16 million vehicles.

On 23rd February 1990, for the first time in the South-to-North direction, a heavy freight was worked from Brig to Thun with an additional locomotive marshalled into the train. On the front were two Re4/4s with an Ae8/8 within the train.

During May test runs were carried out between Bern and Reidbach and Bern and Belp with double-deck stock of the SBB.

An ex-DB V60 shunter, still carrying its DB computerised number, is now stationed at Kandersteg for engineer's trains in the Lotschberg tunnel. On the cabsides are the legends BLS / 260.749-7 / Em3/3. It retains the DB blue/cream livery.

Another V60 is on loan from ETRA AG (260.355-3), and on 15th May ran under its own power from Basel to Spiez.

One of the bogie luggage vans recently taken over from the SNCF is being rebuilt as a *Hilfswagen* at Holligen depot.

Appenzeller Bahn (AB)

Funds have been provided for four new railcar sets, two BDe4/4 + ABt for adhesion and two BDeh4/4 + ABt for the rack section. Two intermediate trailers for the adhesion sets and six for the rack section will be ordered. Another proposal is for a De4/4 freight loco.

Former St.Gallen-Gais-Appenzell (SGA) rack railcar No.6, built by SLM/BBC in 1953 and put into service on 24 April of that year, has just passed the 2 million kilometer mark in revenue service.

Bernese Oberland Bahn (BOB)

The HGe3/3 locomotives Nos.22 and 25 which stood for a long time on a siding at Zweilutschinen station are said to have been scrapped.

On 8 June, with a reversion to former practice the BOB were working both Lauterbrunnen and Grindelwald portions up to Zweilutschinen behind a single motorcoach. Unexpectedly one portion was completely formed of red SBB EW II coaches, which is more than the Brunig line trains were! The only coaches seen in centenary livery were seen in a Lucerne-Interlaken Ost Schnellzug at Brienz.

Brig-Visp-Zermatt (BVZ)

The first of an order of five HGe4/4 locomotives to be numbered 1-5 was delivered in April. Two BDK coaches, Nos 2233 and 2237 have been delivered by Stadler. It is understood that they will carry passenger and luggage trolleys on the Tasch-Zermatt shuttles.

Chemins de fer Electriques Veveysans (CEV)

On 7 June MOB Be4/4 No.1002 (ex Biasco-Acquarossa) was inside Vevey shed displaying a *Blonay* destination plate. On the same day 1919-built BDe4/4 No.105 was outside Blonay shed with its destination plate showing *Chatel St.Denis*, which the CEV stopped serving 21 years ago! This was probably as a result of the celebrations held by the Blonay-Chamby the previous week-end for the centenary of LEB No.5 and BAM No.6

Furka Oberalp (FO)

The FO have bought HGe4/4 Nos 1951/2 from the Brunig and renumbered them 104/5.

Four of the HG3/4 series steam locomotives introduced in 1913 were sold in 1947 to French-Indo-China (now Vietnam). According to the *Basler Zeitung* of 18 June, they are to be repatriated to serve on the privately operated line from Gletsch to the old Furka tunnel.

Jungfrubahn (JB)

Four BDhe 4/8 two-car units, similar to the relatively new Wengernalpbahn (WAB) sets, have been ordered.

Martigny Chatelard (MC)

Two two-car sets are to be ordered for through services over the SNCF to St.Gervais in France.

Tramway Sud-Ouest de Lausanne (TSOL)

The first of a series of 12 Bem4/6 railcars for this line left the ACMV works at Villeneuve for trials on the Orbe-Chavornay railway on 16 March 1990. the preserved *Grand Secheron* Ae3/6" No. 10264, named *Lausanne* for the occasion, hauled TSOL crane wagon X6301 and Bem4/6 201 at 35 km/h.

The two car set weighs 42 tonnes and measures 31 m overall. It can work in multiple and has the unusual feature of a diesel motor as a power source for propulsion in the unelectrified depot areas. Each set can carry 235 persons, of whom only 66 can be seated!

Montreux-Oberland-Bernois (MOB)

On 5 June the original MOB automotrices BDe4/4 Nos. 16 (with a shop date of 30.6.65!) and 20 were shunting at Chateau d'Oex and Saanen respectively.

Orbe-Chavornay (OC)

This 3.9 km long standard gauge line makes a net profit mainly from industrial traffic. It is now updating its passenger equipment by the purchase of a coach from the SBB and a Be2/2 railcar from Stadler. This will be powered by two 80 kw motors and will weigh only some 20 tonnes.

Rhatische Bahn (RhB)

The standard gauge freight workings over the mixed gauge section of the RhB between Chur and Ems were, on 6 and 7 March, exceptionally worked by an Re6/6.

Sihlthal-Zurich-Uetliberg Bahn (SZU)

The old Selnau terminus in Zurich closed on 4 May and the new 1.6 km long under-river extension was opened, on schedule, on 5 May.

As from 27 May a through train is being operated with its own stock by the SZU from Zurich Hbf to Zug.

Five intermediate trailer coaches are being delivered between March and September. Eight new railcars will be delivered for the Uetliberg services in 1991 and 1992 to enable a greatly increased service to be offered in 1993.

The SZU expects an increase of 10% in traffic in 1990 and between 30% and 100% from 1993.

Staedtische Verkehrsbetrieb Bern (SVB)

The SVB celebrates its centenary on 1 October 1990. The first section ran from Barengraben to Freidhof Guterbahnhof, a distance of 2.927 km. It

was operated by 4-wheel trams seating 28 persons, driven by compressed air provided by a compressor at Barengraben which recharged the reservoirs on the trams at the start of each journey. The initial pressure was 30 atmospheres, which allowed the cars to reach a maximum speed of 15 km/h.

The next line, Langgasse-Bahnhof-Sulgenbach (now Eigerplatz) -Morillon-Groswabern opened on 16 May 1894, with eight G3/3 steam tram locomotives built by SLM providing motive power for twelve 4-axle coaches.

Electrification at 600 V dc came to the original route on 29 January 1902 and to the Wabern line on 17 February 1902. All subsequent routes were electrified from the start. Some 17 km of routes are run today by 41 power cars and 28 trailers, this compared to 54 and 30 respectively in 1975. This year (1990) twelve new low-floor Be4/8 Nos 731-742 came into service on Route 3 from Weissenbühl to Saali on 6 June.

WSB

Be4/4 No.18 has been scrapped recently as a result of arson.

Zurich Tram Museum

The tram museum at Wartau, formerly a tram depot, holds five original trams and an interesting exhibition of the history of the city's tramways together with material concerning the Zurich Tram Museum Association. The museum is situated at Wartau, Limmattalstrasse 260, Zurich-Höngg and is open Wednesdays from 07.30 to 21.00 and from April to October on every first Saturday of the month from 14.00 to 17.00. On these Saturdays a museum tram runs once an hour from the Bahnhofquai stop to the museum depot.

General

A British company, Mack Brooks group of Hatfield, is putting on a conference and exhibition concerning land based electric transport, including railways and tramways, in Basel on November 12-14th inclusive.

STOCK NEWS

SBB

New locomotives delivered up to the end of May

Re4/4	450.016-023
RBe4/4	2167-2173
HGe4/4	101.965-968

Withdrawn

Ae4/7	10936	Ae3/6'	10647
RBe4/4	1454	Tm''	668

Running Statistics

At the end of 1989 Re4/4' 10007 had run the furthest of all SBB locomotives.

The top runners for each class are:

Re4/4'	10007	7,648,105 km	Ae6/6	11404	5,510,060 km
Ae4/7	10939	7,424,778 km	RBe4/4	1403	4,892,036 km
Ae3/6'	10684	5,846,241 km	Be4/6	1608	4,506,206 km
BDe4/4	1625	5,631,967 km	Re4/4''	11158	4,405,699 km
RABe EC	1051	5,622,061 km			

The following class Re4/4^{450s} have received names and crests:

450.003	Zollikofen	450.009	Hedigen
450.004	Stettbach	450.011	Oberrieden
450.005	Kilchberg	450.016	Altstetten
450.006	Rafz	450.017	Bubikon