

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 3 (1991-1993)
Heft: 12

Artikel: Photographing the first 460s
Autor: Horabin, Steve
DOI: <https://doi.org/10.5169/seals-855268>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 06.12.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>



Re4/4 460.029 passing through Olten, June 1993

Photographing the first 460s

by Steve Horabin

Photographs by the author

It was during our visit to the SLM works on the SRS' 10th Anniversary Tour in July 1990 that I first saw a Re4/4 460 locomotive. With the locomotive in the early stages of construction, it was difficult to imagine what a splendid looking machine it would turn out to be.

Now in 1993 the first 460s are rolling off the production line and into service.

For my two week's holiday this year I stayed on the Vierwäldstättersee and one of my ambitions was to seek out and photograph the some examples of the class. My first sighting was on an early trip on the Gotthard near Wassen; as I was heading south a double headed freight passed by northbound.

I left my train at Bellinzona and returned immediately on a local service to Biasca, hoping to see a 460 in the sidings. Unfortunately I was out of luck, but whilst here I noticed a water column, a relic from the steam age.

Many local services on the Gotthard line are now replaced by buses, so I made my way

to the station forecourt for the bus to Faido. This was a most enthralling journey as the bus follows the old road which parallels the railway for most of the way. One is able to examine the line's magnificent construction and it is quite an experience to have a huge freight headed by two Re6/6 460s passing by.

From Faido I set out to walk up through the spirals to Rodi-Fiesso. The pathway is quite steep and fairly overgrown; with hindsight it would have been better walking down. There are several places where good views of the railway can be had and I was able to take my first photograph of a 460 hauling a northbound passenger service.

A few days later I happened to be in Olten observing the general scene when 460.029 approached from the Bern direction with a Basel-bound IC service. Three minutes later there was a three coach test train, topped and tailed by unidentified 460 locomotives on a test run.

I ventured on to Niederbipp where I was



Re4/4 460.024 at Niederbipp, June 1993

able to get my first shot of a stationary 460, 460.024 which seemed to be there for driver training. 460.024 was sighted more than any other of its class during my stay.

The next step was to get some haulage and, putting my faith in the *Modern Railways* article and list of 460 class hauled trains, I travelled to Thun from Luzern via Konolfingen to meet up with Train IC819 Basel - Brig, which was hauled by 460.005. I got off at the next

stop, Spiez, it is impossible in so short a journey to give an assesment of its performance. It certainly was an attractive sight heading a rake of SBB, DB and BLS coaches.

Perhaps by the time this is published we may have an update on those locomotives in operation so far.

The locomotives seen during the period 26 June to 10 July 1993 were 460.005/008/015/024-025/029/032-033/036/039/045.

Re4/4 460.005 at Spiez, June 1993

