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New Colani Locos for the EBT

by Sue Knight

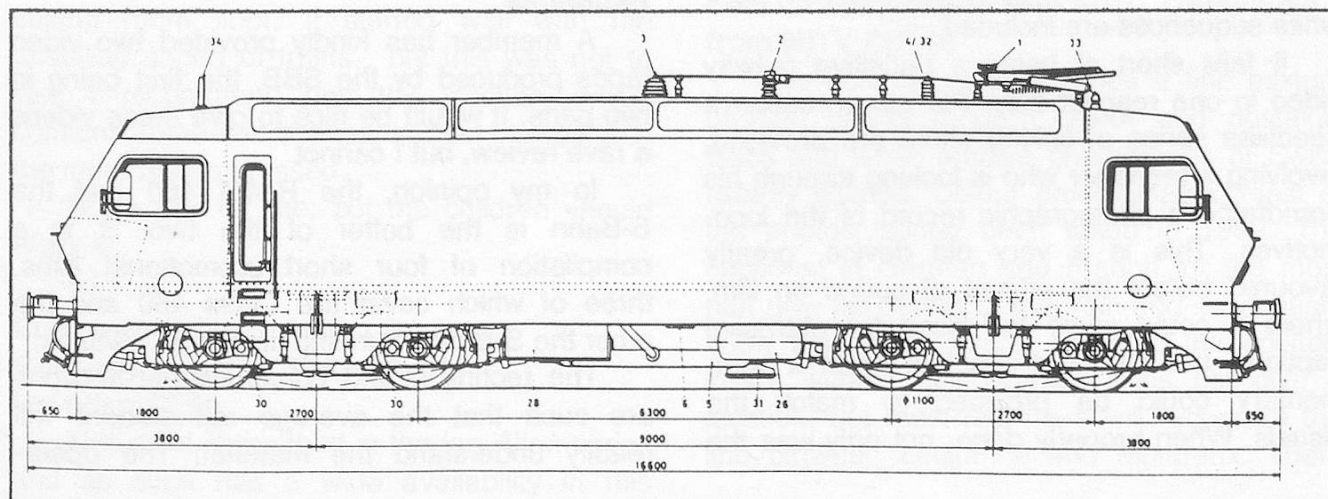
Photo EBT

The latest additions to the EBT locomotive fleet were brought into service this summer. They comprise two Re4/4 Class 456 machines, No.142 *Gutenberg* and No.143 *Menznau*. They are the proud possessions of the VHB section of the group, and are named after two of the stations on the Langenthal to Wolhusen route. They were built by SLM with electronics by ABB and their distinctive red, grey and white livery was specially designed by the Swiss graphic artist Colani.

The naming ceremony took place on Satur-

day 21 August 1993, one of the few really sunny days in a year which has been noted for its dreadful weather. Both locomotives, together with a sister engine from the SZU, No.42 arrived at Gutenberg station at midday for the naming ceremony of No.143. As this station is only a single-line halt, the ceremony had to be slotted into the standard timetable. The three locomotives then made a stately procession down the line through Huttwil to Menznau, providing plenty of photo opportunities.

At Menznau a Bodensee-Toggenberg



Re4/4 456 first series locomotive was waiting, with the legend *Mother greets Daughter* displayed across the front end. The naming ceremony of locomotive No.142 then took place and the various locomotives posed once more for the cameras before returning to their respective companies.

The bands of both Gutenberg and Menznau provided music and a splendid meal was provided at Menznau to round off the day.

The locomotives are now in service, operating in the main between Langenthal and Wolhausen.

Reviews

Videos

Locomemory

This SBB sponsored video shows a wide selection of historic Swiss electric locomotives and one diesel, in action during 1992 at the head of a variety of trains, working the routes they used when in revenue service. With the exception of the shots of Bm4/4^{II} No.18451, which of necessity were taken on the unelectrified and rather mundane Sursee - Triengen line, the settings show some of the more spectacular scenic sections of the SBB.

The English commentary is well balanced and provides sufficient technical and historic information on each locomotive to satisfy and then leaves the viewer to enjoy the rest of the section. Better still, in most cases it does not start until one has had time to recognise the locomotive and then either congratulate oneself, or when the identification is incorrect, to mentally kick oneself.

The photography is of a high professional standard and the editing is excellent, no shot is left on screen for long enough to bore, the sequences flow naturally and are a mixture of close up shots and overall views of the trains in motion. A few well selected archive black and white sequences are included.

It falls short of being a definitive railway video in one respect only. For some reason a needless series of linking shots are provided, involving a teenager who is looking through his grandfather's photographic record of the locomotives. This is a very old device, greatly favoured before the advent of sound on film, where it could avoid the need for obtrusive captions, but rendered obsolete when a commentary could be provided to match the visuals. When properly done, not only was the

still photo provided with a large, easily read caption, but in most cases there was a smooth dissolve between the still picture and the cine sequence which followed. This is not the case here, furthermore granddad remains asleep throughout the sequences, the only action coming when the blanket slips off his knees. I was expecting him to wake at the end and tell the teenager not to interfere with his collection, but nothing happened. The inept approach of this linking sequence, which would be rejected out of hand by any half-way experienced amateur film maker, is in complete contrast with the professionalism of the railway sequences. Fortunately, VCRs have a fast forward feature which can be used to skip this part. As it was, the tape ran for well over an hour, but such was the interest I did not realise just how time was passing.

Despite this criticism, this is a video fully worth its price. It would make an ideal Christmas present for any member; if all else fails, buy it for yourself.

CJF

Portrait of the SBB Re4/4 460 : Portrait of the Zürich S-Bahn

Railorama

A member has kindly provided two video tapes produced by the SBB, the first being in two parts. It would be nice to give these videos a rave review, but I cannot.

In my opinion, the Re4/4 460 and the S-Bahn is the better of the two. It is a compilation of four short promotional films, three of which cover the Class 460 and the other the S-Bahn. Running time is 47 minutes.

The technical and constructional sections are such that the average rail student will readily understand the material. The opera-