

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

Rubrik: Mailbag

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: 11.12.2025

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

Mailbag

Ready To Run

I do sympathise with David Arthur on obtaining RTR stock for a specific area, however at the same time agree with your comments that a manufacturer who produces a vehicle has to maximise his market, and therefore Bemo (and others) are unlikely to produce a model with limited sales. The alternative is, as you suggest, to adapt a current kit or scratch-build.

Currently, I am unemployed, so purchasing any RTR is out of the question. I am scratch-building the trailer and railcar (BDe4/4) of the ASD (before it disappears?), and am about three quarters of the way to completion, having obtained plans (1:50 scale) from TPC in Aigle, and working from my own photographs.

One section of the current *Swiss Express* I do applaud is the plans page. May we have more plans? (subject to copyright and availability to produce them in 1:87 scale).

David Keeble
Bromley

Observations

So far this year I have had a holiday near Montreux in late April and another in Davos in early June; this letter is provoked by several comments in *Swiss Express*.

Towards the end of the second holiday I visited Bergün station and there purchased for SFr.3 a 14 page document advertised as *Aktueller Locoturnus RhB*. This proved to be the motive power diagrams (excluding tractors and pw stock) for the period 23.5.93 to 24.10.93; although the diagrams are numbered there is no statement of the locomotive number for each diagram, or even the type of motive power intended to work each diagram. However, from information in the document and knowledge of RhB motive power, it is possible to deduce the type of motive power intended to work each diagram.

During my visit I saw no evidence of delivery of any Ge4/4^{III} locomotives. The diagrams show that motive power is very intensively used on the AC lines and maintenance must be done at night or at week ends; the evidence suggests that the AC lines are short

of motive power and I suspect the management will be more happy when the Ge4/4^{III}s are delivered and working reliably. I saw no double heading on the AC lines, and the locomotive diagram showed very little, usually early in the morning or late at night.

Locomotive diagrams 35 to 38 appear to be for the *Krokodil* with no scheduled work on Saturdays and Sundays; for locomotives of that age 4 out of 5 in service 5 days a week is very good. The *Krokodils* I saw in service were working these diagrams. One cannot claim that even these four diagrams are allocated to individual locomotives, as Diagram 37 starts at Landquart and finishes at Samedan, whereas Diagram 38 starts at Samedan and finishes at Landquart.

On Saturday 5 June 1993 there was a celebration, open day, exhibition of motive power, rolling stock and permanent way equipment and special trains; all presumably to celebrate the completion of the new station at Thusis, which was certainly not complete earlier in the week. Much new work is being done elsewhere on the system; items I so not recall in *Swiss Express* include improvements to the Landquart - Klosters section, presumably to improve the route for the opening of the new tunnel. I saw 5-head signals installed, but not yet in service, on new works at more than one part of the system.

I was very impressed by the operation and scenery of the RhB. As an example of the quality it can achieve, on one train from St.Moritz the conductor was making announcements in five languages; I cannot reliably recognise all but I thought that his order was German, Romansch, French, Italian and English; however most conductors were content with two, but how often does one hear any BR staff who can do even that?

I returned to Zürich Flughafen via Landquart and then, using the route via St.Gallen I got off at Wil, hoping to do a fair amount of photography at the standard gauge station. That was made almost impossible by the reconstruction work in progress.

So to my earlier visit to the Montreux area.

RHAETIAN RAILWAY FANS' WEEKS



One week of concentrated railway pleasure: Bernina- Express, Glacier- Express, travel in Pullman carriages, visit to the main works, rail trips and much more. Accommodation in a good middle-class hotel in Davos. (Hotel contracted to Swiss Travel Service, 19th Season)

5.-12. February 1994, Winter week with 1st class panorama Glacier and much more.

09.-16. July 1994, summer programme

13.-20. Aug 1994, summer programme

3.-10. Sept 1994, Workshop Weathering

For further information and bookings:

Hotel Stolzenfels

Elisabeth and Andreas Jenny
CH- 7260 Davos Dorf

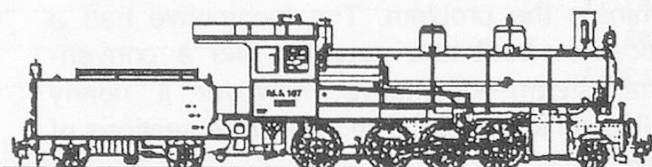
Telephone 01041 81 46 18 36

Fax 01041 81 46 26 75

10.-17. Sept 1994, summer programme

1.-8. October 1994, Steam hauled special and old time coaches with crocodile, 1st class panorama Glacier Express to Zermatt, Stiva retica and much more.

Early booking advisable as places are limited.



SIMPLON POSTCARDS

Publishers and Postal Sales of Colour Transport Postcards

Simplon Light Rail and Tramway Series : 30p each + p&p

slr9001 Manchester 1009
slr9002 Blackpool 712
slr9003 Potsdam 022+041
slr9004 Brussels 7169
slr9005 Charleroi 6213
slr9006 Neuchâtel 505
slr9007 Blackpool 660
slr9008 Linz 44
slr9009 Zillerthalbahn VT1

slr9010 CJ 611 (Jura)
slr9011 BAM 3 (Bière-Apples-Morges)
slr9012 BVB 15 (Bex-Villars-Bretaye)
slr9013 Blackpool 679
slr9014 Melbourne 209+2063
slr9015 Manchester 1014
slr9016 Oslo 125
slr9017 Stern & Hafferl 25 103
slr9018 Genevê 716

(slr9013-9018 will be available early in 12994)

Simplon Railway Series : 30p each + p&p

srs8001 British Rail Class 31 pulling a Cravens DMU
srs8002 OBB Class 1018 electric loco at Vocklabrück
srs8003 East German DR 234 170-9 diesel at Berlin Zoo
srs8004 OHJ 104 ex-Danish State Railways A1A-A1A diesel
srs8005 Norwegian State Railways electric 13 2154 at Oslo
srs8006 Rhätian Railway Classs Ge6/6^{II} 704 Davos.

Limited edition (500 print run) railway and tramway colour postcards

Further Swiss and Austrian cards in both series are in preperation

Overseas payment by £Sterling Eurocheque, Bank Draft or IMO only

UK Postage 45p : Europe Airmail 90p : Overseas Surface 90p

SIMPLON POSTCARDS : 6 Bell Hill Close, Billericay, Essex CM12 9QJ

ASD was closed and a substitute bus service was operating; on enquiry at the TPC office in Aigle, I was told that the rail service would resume in about three weeks. Part of the AOMC was also closed, with a substitute bus service for the section Monthey - Champéry; that closure seems to have been planned as there was a proper timetable and statement of when rail service would resume.

On the Sunday I went up to Rochers de Naye pushed by the steam locomotive from Caux, but returned by modern electric traction. I have never before been propelled by a steam rack locomotive and found it one of the most uncomfortable journeys I can remember. The problem was severe surging, similar to that produced by some GWR and BR steam locomotive designs at low speed. However the rack locomotive never got going fast enough to eliminate the problem. The locomotive had a noticeable beat and sounded like a conventional steam locomotive; however it nearly stalled on some of the more severe sections of track.

The empty steam train followed the electric down from Caux to Glion and I suspect that it was intended to put the steam train into the depot at Glion, but I did not wait long enough to confirm that. The Shed at Caux is too short for the steam locomotive and two carriages, in my opinion. There were very few passengers on the steam train on which I travelled (although the electric services were well patronised) and the steam operation could not be economic for that amount of traffic.

On the SBB the 460 series BoBo locomotives were often seen and were a welcome increase in variety. On 30 April at Brig at 11:29 Be4/6 No.1607 arrived from the west hauling a coach of similar design which could have been a driving trailer. That was my most unusual sighting on the SBB and I assume it was a special.

By background I am a professional engineer, which is probably why I read some items in *Swiss Express* with suspicion. However I enjoy the vast majority of the magazine, and do not mind much material about the RhB so long as it does not do a long term takeover.

Dr.David Pearson
Aberdeen

We did report that the RhB was to undertake a large number of track improvements to increase the operating capacity of the line, for details of what work is being done where we rely on reports in other journals and the observations of members.

I am surprised that a chartered engineer should regard the fact that maintenance is mainly done at nights and week-ends worthy of comment, when was it ever otherwise on a well organised and economically run railway? The Ge4/4^l's are not being built to let older locomotives sit idly in Landquart sheds, their main purpose is to provide greater power to operate the more heavily loaded trains, to enable the last of the 70 year old Baby Kroks to be honourably retired from revenue service and to allow some of the Ge4/4's to be transferred to the Arosa line if and when the proposed tunnel section allows this to be converted to AC. There will also be additional requirement for motive power when the Vereina tunnel is completed. The RhB is unlikely to move away from its long established policy of making intensive use of all available motive power.

CJF

Transfers - an appeal

I spent the last week of June in the Interlaken area. like G.W.Fitzpatrick I also travelled on a *Regionalzug* heading south. In my case it was to Reichenbach, where the train terminated. BLS buses were providing the connections to Wengi, Frutigen Kandergrund etc. This is shown on table 301 of the Kursbuch (the 1992/3 one anyway!). I hope this information helps.

Maybe someone can help me. I have just purchased, at great expense (£5!) a slightly battered Kleinbahn ABFe4/8 twin-car EMU. This appears to be identical, or at least very similar to the BLS group ABDe4/8 sets Nos.743-745, so I intend a repaint in blue/cream as BN No.743, of which I have some good photographs taken at Kandersteg in 1992. Being new to Swiss outline modelling, I have no idea where one can get the right transfers. Can someone tell me.

Martin Axford

Wootton Bassett

Transfers are a bit of a problem; some members purchase their supplies in Switzer-

GREAT LITTLE TRAINS

69 Randall Road, Kenilworth, Warwickshire CV8 1JX

Telephone: (0926) 511405 Fax: (0455) 251698

This range of wooden building kits of actual wooden structures falls into two types, FIDESPRESS, entirely pre-cut and marked FP and FIDES, outline printed onto the wood but to be cut out by the builder.

Z GAUGE

1053	SURAVA Station	£4.80
1033	Covered Alpine bridge	£2.10
1053	SURAVA Station (ready built)	£27.75
1033	Covered Alpine bridge (ready built)	£4.40

O GAUGE

1054	SURAVA Station	£24.10
------	----------------------	--------

N GAUGE

1092	BLAUSEE MITHOLZ station	£10.25
1022	Modern chalet	£8.85
1032	Covered Alpine bridge	£5.05
1162	KONOLFINGEN Signal cabin	FP £4.40
1122	BERGUN Locomotive shed	FP £6.70
1152	Gravel works	FP £4.45

HO GAUGE

1070	CELERINA Station	£12.50
1170	RUEUN Stration	FP £21.25
1040	SAANENMOSER Station	£15.25
4060	REINSTETTEN Station	FP £9.90
1110	BOSSIERE Halt	FP £5.85
2030	ST OUEN Signal box	£5.80
1080	DISENTIS Engine shed	£11.75
2010	LE FER ROUGE, COLMAR Inn	£16.05
2020	KUHLENDORF Church	£8.60
2050	Tudor House	£5.80
1130	SAANENMOSER - Chalet	FP £ 10.70
1140	SAANENMOSER - Post Office	FP £10.70
1010	Barn	£6.05
1020	Modern chalet	£7.30
1030	Covered Alpine bridge	£5.10
1060	Water mill	£5.10
1100	BAUGY Bus stop	£3.25
4030	SCHWARZWALD - Farm	FP £ 9.90
4050	SCHWARZWALD - Chapel	FP £8.05
4040	SCHWARZWALD - Geigerhof	FP £8.05
4020	SCHWARZWALD - Farm	FP £8.25
3020	Modern bungalow	£5.20
3010	BORGUND Stave church	£9.85
3040	Bungalow	FP £5.20
4010	Modern frame house	£5.20
3030	CHARLBURY Station	£6.85
1180	CULLY Goods depot	FP £12.80
1150	Gravel works	FP £12.75
2040	Saw mill	£17.05

land. If any member has found a reliable method of obtaining them from the UK, could he please let everyone know.

Kursbuch supplements

A few observations following a recent trip to Switzerland and some comments on the September issue of *Swiss Express*.

I bought a copy of the Kursbuch in Brig and, as you predicted, the typographical errors in Table 470 had been corrected. However I was given reduced size stick-in amendments for Table 610 (Winter) - two sets to be precise. On comparison with my edition I cannot see any difference so presumably this means there was something wrong with the early editions. This raises the possibility that where errors are found the amendments are only being issued within the locality of the routes involved - somewhat inconvenient if you travel extensively.

As for the Postbus supplements, although I agree it is not unreasonable to charge a little extra on these tourist routes I think the publicity could have been better. Although mentioned in the Kursbuch it seems to have been forgotten about in the advertising for some of the holiday passes - any family intending to stay in Andermatt and do all the routes in the area would get quite a hefty bill. I witnessed a Swiss family get clobbered for the best part of £20 on a single trip over the Nufenen.

My recommended station restaurant for some years now has been at Samedan. This wonderful establishment seems to be a favourite with the RhB staff, no doubt due to the hefty 2-course menus at SFr.12 and SFr.16.50, which change daily, including Sunday. Last year I also enjoyed a similar meal at Romanshorn (only during recognised meal times), whilst watching the organised chaos of through trains squeezing between the crowds for the Bodensee ferries.

Steve Bratt
Crewe

The mystery deepens, the amended table 610 is identical to the one in our earlier copies of the Kursbuch. These were purchased at Zürich Flughafen, which disposes of Steve Bratt's theory that the amendments might be issued on a localised basis. Zürich is not exactly close to the Brünig.

Signals and Glossary

Regarding John Jesson's observations on Swiss Signals in *Swiss Express*, June 1993 pp 14 & 47, it occurs to me that this application is somewhat like the exit signals at the start of automatic block sections. See Diagram (Anlage) 4 at the back of *Signalbuch der Schweizerischen Bundesbahn* dating from 1981-2. Perhaps John may care to comment.

I was pleased to see the President's *Glossary of Technical Terms* in *Swiss Express*, June 1993. Over the years I have prepared my own list which covers not only technical terms, but unfamiliar words I have come across in the many Swiss books I have. This list runs to 29 typewritten A4 pages. Do you think any members would be interested in this?

Finally, I also note in the June issue that the tendency for modellers to give macabre or offbeat titles to their layouts is alive and well. Hence, presumably, the name of Mr. Edward's layout - *Friedhof* means cemetery or graveyard.

J.E.Daboo
East Grinstead

As 29 A4 pages would amount to at least two complete issues of Swiss Express I would appreciate member's reaction to Mr.Daboo's offer.

Offbeat layout names can backfire. John Allen's Gorre and Daphetied was an excellent case, the problem was getting people to realise the second name was pronounced "defeated" and not "daffytied" or "dap-heated". On a slightly different theme, has anyone named their layout Kleine Friedegg? You know, the small mountain opposite the Grosse Friedegg, which is alongside the Schinken Platte.

CJF

SBB Stock News

New locomotives up to the end of July 1993:

Re4/4 450	450.061-065
Re4/4 460	460.002/014-017/019/020/035-044/046/ 048-052/054-055/060

Withdrawn:

Ae3/6 ¹	10641/10650/10653/10679/10684/ 10699/10702/10711/10712
Ae4/7	10921/10995
Te ¹	34/46/50
Tm ¹¹	735
Be4/6	1608