

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 3 (1991-1993)
Heft: 2

Artikel: EBT group profile. Part 4, The stock
Autor: Freezer, Nick
DOI: <https://doi.org/10.5169/seals-855167>

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

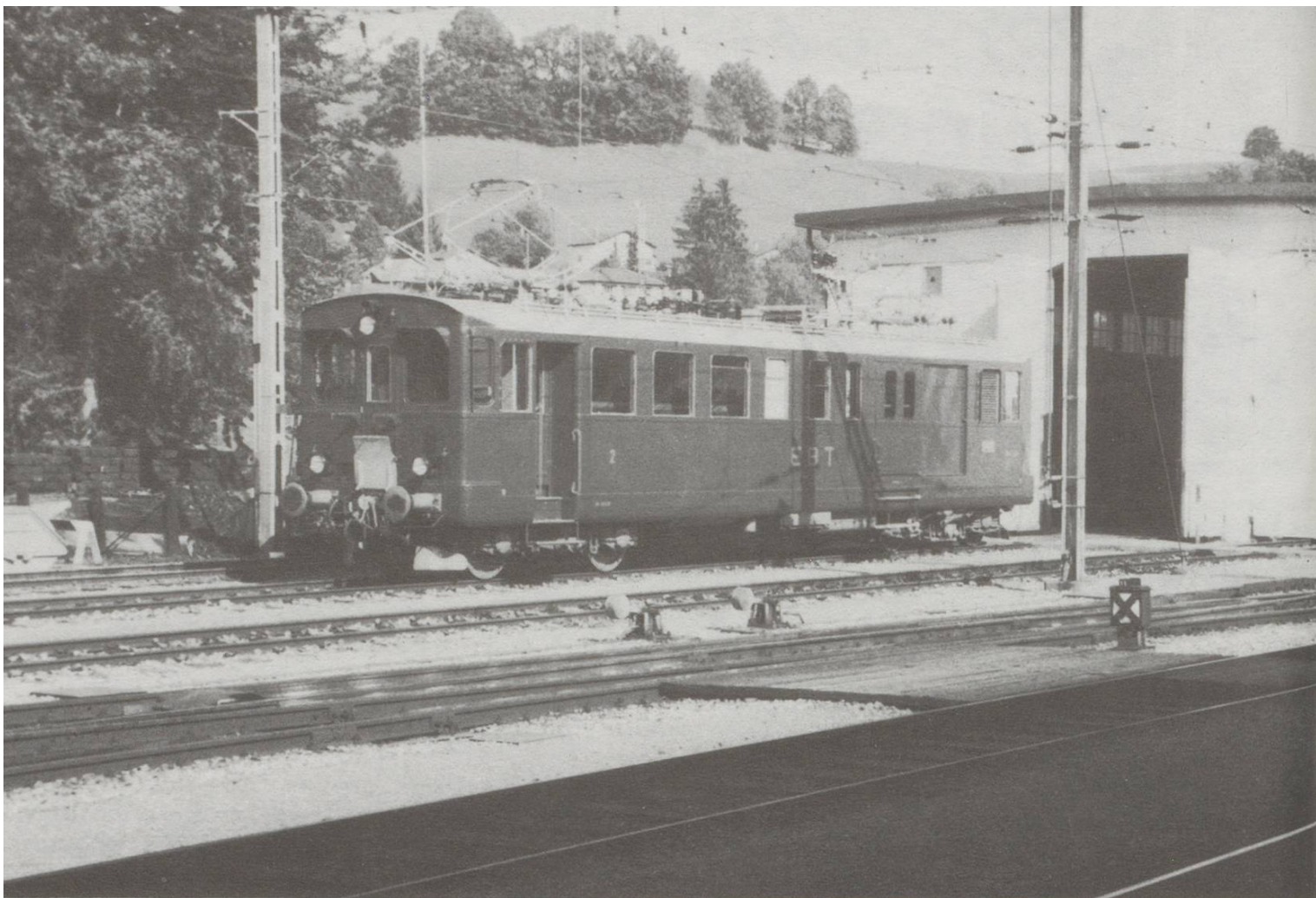
L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées 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: 12.12.2025

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



*Restored BDe2/4 railcar No. 240 outside the sheds at Huttwil.
Photo Philip Elwin*

EBT Group Profile : 4

THE STOCK

by Nick Freezer



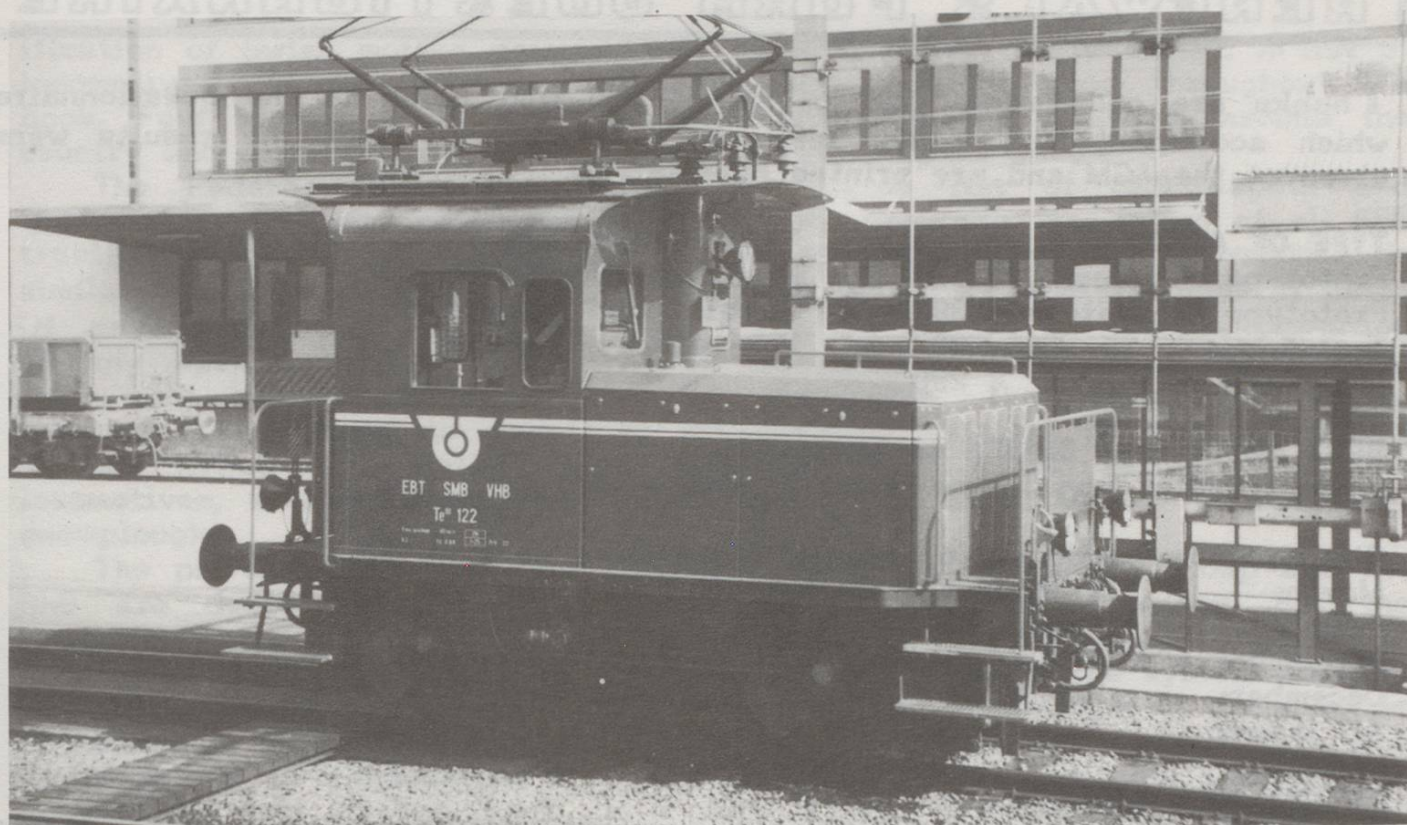
NUMBERING

It is possible to identify the actual owner of the stock from its fleet number. Basically, in each number series EBT stock is numbered from 1 to 40, VHB stock from 41 to 70 and SMB stock from 71 upwards. In terms of motive power, tractors are numbered below 100, locomotives from 100 and railcars from 200 whilst driving trailers are numbered from 300.

RAILCARS

The modern railcars, which form the backbone of the current fleet, are twin unit single class sets which provide comfortable accommodation over the relatively short journeys involved - it is unlikely that many passengers attempt to cover most of the network in one bite! One useful feature is the half coach that is set aside for quiet, where presumably not only personal stereos are barred, but one is not encouraged to bring young children who have the other three quarters of the train at their disposal. This is one of those delightfully simple ideas that are so difficult to conceive in the first place. Other railways, please copy.

The units built by SWS in 1985 are two-car versions RBD_e4/4^{II}+Bt of the standard BLS EMUs numbered 227-233, 262-265, 282 and 283. These are supplemented by the 1973/4 "EBT" SWS two-car units, RBD_e4/4^I+Bt units Nos. 221-226, 261 and 281. The oldest railcars in service are three 1966 SIG motorcoaches BDe4/4^{II} Nos 201, 251 and 252. Each of the above motorcoaches normally runs with an appropriately numbered Bt driving trailer although the 1966 motorcoaches, having two driving cabs, can run as single units.



Te^{III} tractor No. 122 at Burgdorf.

Photo Philip Elwin

8 BDe4/4¹ motorcoaches, built by SWS between 1947 and 1953 were made redundant by the 1985 units. They were numbered 211,212,241-245 and 291; four driving trailers were available for these cars.

A group of 12 BDe2/4 railcars, built by SWS and SIG dated back to the 1932 electrification. Four of these, finally carrying the numbers 231/2/3 and 271 lasted until the middle 1980s. One of the EBT units, further renumbered 240, has been restored to near original condition.

LOCOMOTIVES

Inevitably, the group has five of the ubiquitous Re4/4^{II}s on its books. Numbered 111-113,141 and 181 they are mainly used on freight services. In addition they retain all 10 of the BoBos built for the 1930s electrification; classified Be4/4, they are numbered 101-108, 171 and 172.

Although classified as *triebwagen*, the motor luggage vans of type De4/4 are effectively locomotives. Numbered 235, 236, 266 and 267 they were rebuilt by the EBT in 1980/1 from the old motorcoaches of 1931/3 vintage.

TRACTORS

These are basically standard designs, several having been bought from the SBB. Most are numbered below 100 but the Ee3/3s and Te^{III} are numbered as locomotives.

STEAM LOCOMOTIVES

Two Eurovapor locomotives are based on the group at Huttwil. The older engine, a 2-6-0T built by SLM in 1908 was No 11 of the Langenthal Huttwil Bahn and was sold off by the VHB in 1949 before returning in 1973. The other engine is DB No 64.518 of 1940, which came to Huttwil in 1980.

Two of the of the Verein Dampf Bahn Bern engines can be found on the EBT, these being the former Emmenthal Bahn 2-8-0T No.8 (SLM 2427/1914) and ex-SBB 0-6-0WT No.8522, which can also be found on the Sursee Triengen Bahn.