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costlier than the third rail. Whilst the difference between the Continental standard gauge and the Iberian broad gauge is 241mm (1435 to 1678mm), or 89mm between standard gauge and Russian broad gauge (1435 to 1524mm), the difference between metre and standard gauge is 435mm. The bogie design would be far more complicated and therefore much heavier. This signifies useless dead weight on the steep Brünig and MOB grades and thus a lower train capacity due to the drawbar load limits. On grades of 70% and 120%, 10 - 20 tones more per train of 6 coaches may well mean a reduction of one passenger coach per train. Other problems to be overcome are stability of coach bodies, the coach length and riding qualities at high speeds. With the proposed mixed gauge it is possible to form metre gauge rakes of the present lightweight design and also avoid the time consuming gauge changing process.

In view of the reluctance of the Cantons of Bern and Luzern to subsidise the mixing of the gauge, a private group is now considering the formation of an independent *Golden Pass*

Golden Pass

The proposed Talgo service over the MOB and Brünig is possibly the shortest lived rational railway project to date (See President's Report above). As the cost of the original mixed gauge proposal to link the lines appears to be ruling this out of court, perhaps it might be as well to ask why the link-up was thought to be necessary.

The *Golden Pass* is purely a tourist route, anyone needing to travel between Luzern and Montreux will find it quicker to go via Bern and Lausanne. Any pressure from a through service can only come from tour operators who presumably wish to load a party onto the train at Luzern and take them off at Montreux, or vice versa. It would certainly look wonderful in the brochure but I question whether it would be so wonderful for the tourist. I have used this route for many years, well before the *Golden Pass*

society which would purchase and operate the trains and pay to the line owner (SBB, BLS and MOB) a quota of the cost for infrastructure and maintenance of the permanent way. The project is considered to be highly remunerative. In this connection it may be interesting to learn that the RhB is making preliminary studies for building coaches to be run from and to Kloten Airport with moveable wheel sets in standard gauge rakes under specified conditions.

Industry

ABB (Asea Brown Boveri), ACMV (Ateliers de Constructions Mechaniques de Vevey), SIG (Schweizerische Industriegesellschaft, Neuhausen), SLM (Schweizerische Locomotive- und Maschinenfabrik, Winterthur), and Schindler Waggonfabriken, Pratteln have founded the Interessengemeinschaft Schweizerischer Rollmaterialhersteller (Community for the promotion of the interests of Swiss rolling stock producers). The goal is to promote the sale of modern rail technology abroad and to develop complete projects.

was publicised. It is a delightful way of travelling between the Vierwaldstättersee and Lac Leman, providing of course, you have ample time. Far from finding the three changes onerous I usually throw in a fourth by electing to travel between Interlaken Ost and Brienz by lake boat, it only adds an hour, but provides an excellent break in what is by any standards, a long journey. Indeed, I can think of few things more tedious than to be stuck in the same coach in the same seat for a journey of this length of time - and I happen to be one of those nut cases who has travelled completely round the Circle Line for fun.

In my opinion, the best way to develop the route would be to introduce a regular through Interlaken Ost - Zweisimmen service, probably by a judicious refurbishment and repaint of standard 4-car SEZ units. If the service were geared to include a trip on the PS *Lötschberg*, so much the better, this would enable travellers

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gradients of truly unprototypical proportion, there will be no appreciable loss of adhesion. Incidentally, Bemo's more recent releases do not have traction tyres!

MITTELWALD's metre gauge section has existed for almost a decade. In this period it has grown extensively (to the expense of the standard gauge) with circa 40% of the track in tunnel. The population, apart from benefiting from the constant fine summer weather, staff remaining constantly at their allotted positions, enjoy very frequent services. I have yet to find it necessary to remove gunge from the track, which is laid on cork and ballasted with Woodland Scenics ballast.

4: Catenary

All electric locomotives use the Sommerfeldt catenary as the return, enabling two locomotives to be controlled in one section. Catenary sections are controlled by feeds through the Bemo point switches. Correct conductor wire height above rail, adequate tension and minimum zig-zag from top dead centre (not exceeding 3mm either side) are essential requirements. Trouble-free performance can be anticipated with regularly used through tracks, but sidings can produce hesitant running.

The Cause: Dust, infrequent use, poorly assembled catenary, slow running speeds, coupled with varying strengths of upward spring pressure by the pantograph will contribute to poor conductivity. This is especially noticeable with single arm pantographs having a narrow contact surface and/or a near scale length collector pan.

The Remedy: Remove dust, check the catenary and re-assemble if necessary. I would not advise any attempt to alter the pantograph spring pressures but I would check that the pantograph was true in its relation to the locomotive. The most drastic cure is to replace a recalcitrant pantograph with that of scissor format. Usually an application of electrician's cleaning fluid such as Servisol (not WD40, because it dries leaving a protective coat) to the

contact surface of the conductor wire, using a cotton bud dipped in the fluid, will clean a dirty surface and leave it lubricated. Avoid any excess fluid as this in turn attracts dust and the conductor wire will develop a furry appearance. The pantograph collecting pans should also occasionally be wiped in the same manner, as these too accumulate gunge. If this is not entirely successful, use a silicon rubber (available from radio-ham suppliers), and rub this along the underside of the wire, removing any rubber residue afterwards. Finally, run a locomotive along the whole length of the siding(s) a number of times to really bed in the now cleaned small contact area of the wire(s), without any stock attached. I can guarantee a performance reliability of 99.999% if you adopt these remedies (a failure risk of .001% always remains, according to Professor Sod!)

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to enjoy a leisurely lunch on Lake Brienz and avoid the need for restaurant facilities on the trains.

Any courier worthy of the name ought to be able to shepherd his/her charges over a couple of changes and enliven the turnover with a suitable bit of spiel. The serious traveller will, of course, have no difficulty. There is moreover the point that for many people, a break in journey at Interlaken would be welcome in its own right.

From the railway viewpoint, the advantages are obvious, there is no capital outlay and considering the frequent livery changes on railcars these days, the cost of any repaint can be lost in normal overheads.

Some of the publicity budget could be well spent on stressing the benefits of an occasional change of coach on a long journey. The only question remaining is passenger's luggage. What luggage? I never had any bother when transferring a party over this route, it goes on ahead on a pallet and is waiting at your destination, having gone the quick way round.