

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 3 (1991-1993)  
**Heft:** 13 [i.e. 1]  
  
**Rubrik:** Notepad

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## NOTEPAD

### Swiss Federal Railways (SBB)

In the first half of 1990, passenger receipts were 0.7% and freight receipts 3.6% higher than in the corresponding period in 1989. Volume of traffic was up by 3.7% for passenger and 1.4% for freight.

Inflation in Switzerland has reached 7% and informed sources suggest an increase in passenger fares of 12.5% during 1991. This is greater than the SBB wished, but a change in Government policy, cutting rather than increasing the subvention in real terms may threaten the concept of Bahn+Bus 2000, especially as the annual Generalabonnement is also to be the subject of an increase. In this connection it should be noted that the cost of the Swiss Pass has risen, but remains excellent value nevertheless.

It is understood that work on the first class 460 locomotive, 460.000, is ahead of schedule. These 6.1 Mw Re4/4s, 99 of which are on order for Bahn 2000, are designed for a maximum speed of 230 km/h and will operate 200 km/h IC trains and heavy Hugkepack trains over the Gotthard route.

Built by SLM and ABB in co-operation, the first is due for delivery this month (March 1991) and production will continue at one a month for the rest of the year, rising to two a month in 1992 and three a month in 1993. Completion of the order is expected in 1994.

The last of the order for Kolibri sets for the SBB, RBDe4/4 No.2183 has been delivered. Nos. 2184 and 2185 are already in service on the privately owned Pont-Brassus line near Vallorbe whilst the Austrian private railway, the Montafoner Bahn from Bludenz to Schruns received its set as a Christmas present.

The four Chiquita units RABDe8/16 Nos 2001-2004 - so called for their bright, almost garish livery - are to be used in trials of Driver Only Operation (DOO) on the Winterthur to Stein-am-Rhein service. Technical requirements for DOO include train radio and doors under driver control.

Other lines proposed for DOO trials are Lausanne-Vallorbe and Aarau-Suhr-Zofingen. These will join existing DOO services between Vevey and Puidoux-Chexbres and Olten-Laufelingen-Sissach. "Controlleurs" may also disappear from the Zurich S-Bahn.

It is understood that Pendolino ETR 401 piloted (or hauled) by a Re4/4<sup>IV</sup> has been on trial between Bern and Lucerne and Thun and Brig.

McDonalds are on the move. Two coaches are being obtained so that they can provide fast food services from Basel to Geneva in 1992.

From 30th September 1990, new motive power diagrams were introduced in Kreis II and III. In Kreis II, all Re6/6 and Ae6/6 locomotives are affected because of timetable alterations of freight working over the Gotthard, which includes the withdrawal of all regular services.

As previously predicted, NPZs now work services between St.Gallen and Weinfelden (2 units), Wil and Nesslau (1 unit) and Rapperswil and Romanshorn (1 unit), replacing various BDe4/4, Ae4/7 and Ae3/6<sup>I</sup> workings.

On 12 August 1990 Schnellzug 1781, 17:01 Zurich Hbf.-Lucerne was composed of an NPZ Bt, Re4/4<sup>II</sup> and Type I stock.

A series of test runs between Bern and Thun, and also between Airolo, Cadenzza and Lugano Veduggio have been receiving high priority for provision of locos and crews (on political grounds). The train has consisted of an Re4/4<sup>II</sup>, two Combitrailers (on three bogies), two Deutsche Bundesbahn testing and equipment coaches and three Bm coaches.

On 27th October 1990, a special train, worked by the preserved Deutsche Bundesbahn oil-fired pacific No.01.1066, ran between Freiburg-Basel-Schaffhausen-Singen-Konstanz. At Konstanz the whole train was turned on the Konstanz-Kreuzlingen Hafen-Kreuzlingen-Konstanz triangle.



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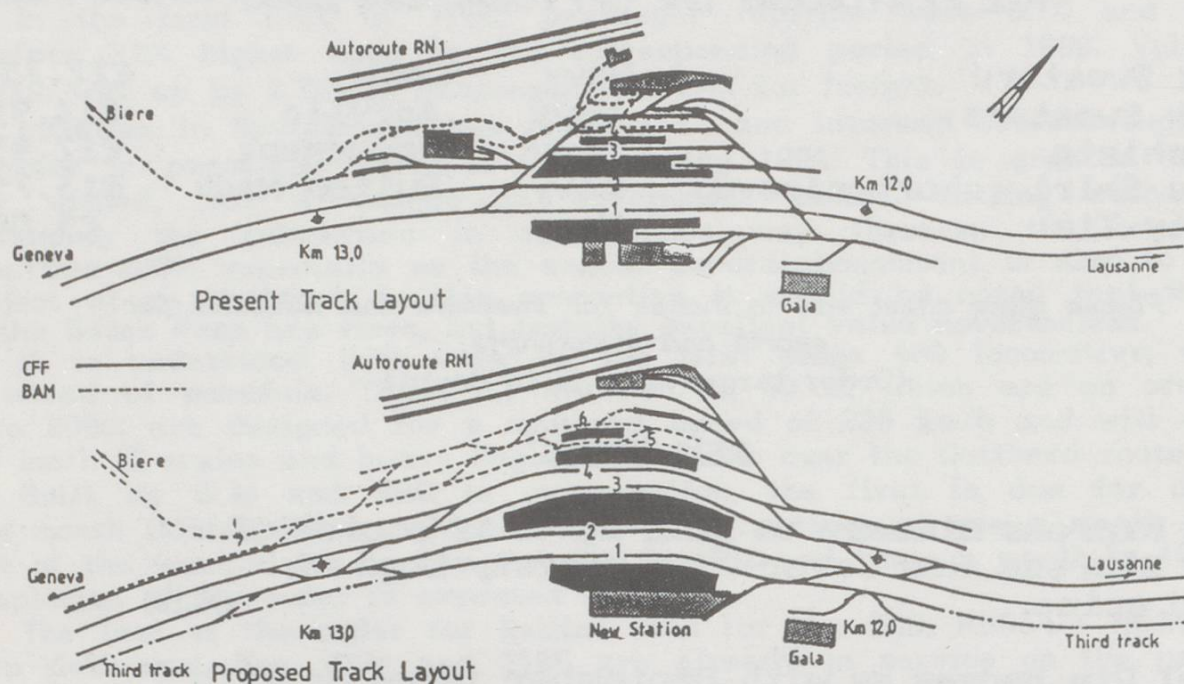
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From the 1991 timetable change the EW-III stock on the Lucerne-Zurich Airport service will be replaced by EW-IV stock. The displaced EW-III coaches will be used on Lucerne-Geneva and Lucerne-Basel services.



### Track plan of Morges station, before and after proposed reconstruction

In conjunction with the Bier-Apples-Morges (BAM), the station at Morges is to be extensively rebuilt, as shown in the accompanying before and after plans. It is intended to provide a third line between Lausanne and Geneva in conjunction with the Bahn 2000 scheme, this is taken into account in the reconstruction, which brings the BAM trains into the station proper, rather than their present peripheral location. No less than 35 proposals for the design of the new station buildings were submitted, the front runner, called "Express", is by the architects Marc Ruetschi.

A greater co-ordination and inter-mixing of SBB and private railway locomotives is to come into force with the 1991 timetable. The existing use of BLS locomotives on transit freight services from Basel through to Domodossola will continue and SOB Re4/4<sup>III</sup>s will work with SBB Re4/4<sup>III</sup>s on express trains on the St.Gallen-Rapperswil-Lucerne services, which will employ EW-IV stock, worked push-pull, to eliminate uneconomic locomotive standing time at Lucerne.

### Bahn 2000

According to a report in the International Railway Journal, cost increased and delays in obtaining planning permission are impeding progress. The estimated costs have risen from SFr.5.4 billion to SFr.9 billion. Two billion of this increase is attributable to increased construction costs and the rest in complying with environmental protection requirements which were not in force when the original estimates were prepared, increased traffic and, above all, planning procedures. The cost of democracy is not negligible!

The president of the SBB still expects a balance between costs and to be achieved and that Bahn 2000 will be effectively completed by the end of the year 2000. However, one section which may not hit the target is Muttensz to Olten, due to objections to the Liestal-Olten alignment.



## **European Timetable changes**

At the European Timetable conference at the end of September, held in Balatonfüred (Hungary), several service improvements were settled. Thanks to German high-speed lines, journey times between Basel and Northern Germany are to be cut by as much as an hour. EC and ICs from Basel will run alternately to Cologne/Amsterdam or Cologne/Hannover/Braunschweig, with part going on to Berlin.

Other improvements include a two-hourly regular through service, Zurich-Schaffhausen-Stuttgart; Basel-Hamburg-Copenhagen sleeping car and couchette service, 30 minutes shorter journey time between Switzerland and Vienna, direct daily service Basel-Bern-Geneva-Marseilles-Nice whilst the car transporter service Zurich-Altstetten-Narbonne will call at Renens and be routed via Geneva instead of Basel.

## **TGV**

The Governments of the West Cantons are backing the development of a TGV line from Macon to Geneva, which would result in the service to Lausanne running via Geneva rather than Vallorbe. Switzerland would have to contribute to the cost of the line.

A committee in Zurich is supporting a TGV Rhine-Rhone project, with a route from Basel to Dijon. This would reduce journey times from Zurich to Paris to 3 hours and from Zurich to Marseilles to 3 1/2 hours.

## **Bern-Lotschberg-Simplon (BLS)**

Buses are to replace local trains between Spiez and Frutigen. This means that there will be no local services between Spiez and Kandersteg (Goppenstein), the main purpose of this is to provide increased capacity for the growing freight traffic over the Lotschberg. One immediate difficulty created by this is that members wishing to visit the Niesenbahn who use the nearby Mulenen station will now face a long walk from the main road, since the access road would need to be greatly improved to take long wheelbase buses.

An information/sales coach has been rebuilt from the balcony end 2nd saloon Bi No20-00 052.

Three MkIII coaches, running between two SBB Re4/4<sup>IV</sup>s have been on trial to check whether curves could be taken at 80 km/h. A speed of 108 km/h was reached without revealing any problems.

Darstetten station on the SEZ is to be modernised.

A connecting track, approximately 1 km long, has been constructed near the southern portal of the Hondrich tunnel and connected to the running lines at the beginning of November 1990. It serves a gravel and concrete works and rubbish disposal site. The gravel works has hired an ex-Deutsche Bundesbahn diesel shunter (260.355), now classified Em3/3 from Etra AG for the extensive shunting required.

GBS ABDe4/8 No.742 has been renumbered 744. This series of three railcars now comprises BN No.743, GBS No.744(ex 742) and SEZ No.745(ex 741).

## **Aigle-Leysin (AL)**

The Aigle-Leysin is seeking a concession to extend the line some 4 km to La Berneuse.

## **Aigle-Ollon-Monthey-Champéry (AOMC)**

The AOMC has ordered another BDhe4/4+Bt.

The extension from Champéry to the Planchaux cable car was expected to have been opened by Christmas to help with the Winter Sports traffic.

## **Appenzellerbahnen (AB)**

Gossau station is to be rebuilt.



### **Bernese-Oberland-Bahn (BOB)**

Experiments with push-pull sets have been undertaken. Three sets were in use, two of which had LSE seconds as the centre coach.

ABeh4/4 304-310 are to be used for freight traffic.

### **Blonay-Chamby (BC)**

It appears that the proposal to operate services through from Vevey via Chamby to Montreux has been revived and may be operating at weekends from May to October. However no indication of this is given of this in the provisional 1991 timetables.

### **Dampfbahn Furka-Bergstrecke (DFB)**

In 1947 the FO sold four of its HG3/4 steam rack locomotives, Nos.1,2,8 and 9 to Vietnam. These locomotives, built in 1913 by SLM at Winterthur at a cost of SFr.82,000 each, probably ceased working well before the Vietnamese line ceased operation in 1976. In addition 5 HG4/4s were built for Indochina in 1934.

The task of recovering these, and two HG4/4s, including FO No.1, which has a SLM works plate in French, was enormous. They had to be brought overland from a remote location 1,492 m above sea level to the port of Saigon. This took three months and involved relaying some rail track and the use of a special long wheelbase road transporter. The ex-East German heavy lift ship *Friedrich Engels* brought the locomotives and five Vietnamese freight wagons, including a breakdown van, to Hamburg. Judging from a banner on the side of one of the locomotives, the well-known German brewery, Becks, was involved in the effort.

The locomotives are now back home in Switzerland. At least three complete locomotives, including VHX 301.201, formerly FO No.1 and one of the goods wagons will be on show at Lucerne Verkehrshaus until 17 April 1991. It is estimated that each locomotive will cost some SFr.1 million to restore to full working order, how and when this will be accomplished remains to be seen.

### **Ferrovie Autolinee Regionale Ticinesi (FART)**

Of the ten 2-car low-floor sets on order, eight are for the FART and two for SSIF. SSIF has an option on a further two sets. It is understood that the two SSIF sets will be financed by the Italian State, who are trying to persuade Canton Ticino to finance the two options!

### **Frauenfeld-Wil (FW)**

The FW has ordered two more Be4/4 to the 1985 design from Stadler/SWA.

### **Martigny-Chatelard (MC)**

A critical study of the line, and its continuation into France, was, on the whole, favourable to the Swiss section, but reported that the French section to Chamonix and St.Gervais was bad. The main thrust of criticism was that the track was in poor condition, safety equipment was inadequate and in places, missing altogether and there was insufficient rolling stock.

As a result the line had a small share of the traffic, in comparison with the competing bus services. The conclusion was that either radical changes were needed or the line must be closed due to lack of demand. It was suggested that new stock should be purchased jointly with the Martigny Chatelard for through services from Martigny to St.Gervais and that the traffic control should be jointly organised by both lines.

The MC are ordering two Beh4/8s for delivery in 1993 whilst the SNCF are ordering four sets. This will allow the elimination of the change at Vallorcine.



Through services by SNCF sets to Le Chatelard-Gietroz will cease at the end of the current timetable.

### **Regionalverkehrs Bern-Solothurn (RBS)**

Following a collision in Bern on 3 November 1990 between Be4/8 No.48 and Be4/8 No.55, the undamaged power car of set 48 has been matched with the trailer from set 55. It appears that the authorities have decided to accept the obvious attraction between the sets!

Coach B4i No.7 of the Vereinigte Bern-Worb Bahnen (VBW) has been for some time in service as a Buffet Car on the Vocklamarkt to Attersee line of Stern und Hafferl in Austria as B 20.223. The latest Platform 5 Austrian stock book records 5 other VBW trailers in service on this line but gives the original number of each car as 71

### **Rhatische Bahn (RhB)**

The RhB has obtained two diesels, Gm4/4 Nos 242 and 243 for the Vereins Tunnel works. Weighing 50 t with a 559 kw rating, they are capable of 60 km/h and will be delivered to the railway this year. Work began on the Engadine end of the tunnel on 1 October 1990.

A proposal has been made to double the track between Thusis and Sils which will require a new bridge over the Hinterrhein.

### **Staedischen Verkehrsbetriebe Bern (SVB)**

Be4/4 Nos.610 and 614 have been withdrawn and No.602 has been cut up; buyers are being sought for the remaining 600s.

### **Sudostbahn (SOB)**

The Sudostbahn needed more locomotives for freight traffic, particularly building materials (such as sand) from south Germany. They asked railways in Switzerland and the DB and OBB whether they could hire any, the answers were all negative. They advertised in the *Neue Zurcher Zeitung* and got 11 replies, but the only positive answer came from the Deutsche Reichsbahn, the former East German State Railway system. One locomotive, delivered on 1 August 1990 proved successful in tests, and locomotive 243.922 was hired. A second engine DR No.250252 was on Samstergen shed on 9 October 1990 branded "Sudostbahn". Specification:- Type BR 243 BoBo; Current 15kV, 16 2/3Hz; Hourly rating 3720 kW at 102 km/h and 3540 kW at 106 km/h; Maximum speed 120 km/h; Length 16.64m; Driving wheel dia. 1250mm; Weight 82.0 t; Electric brake power 2500 kW. The DR has 626 locomotives of this type, first ordered in 1984.

### **Tramway Sud-Ouest de Lausanne (TSOL)**

On 19 September 1990, three TSOL Bem4/6s were worked from Villeneuve to Renens. TSOL crane wagon X6301 was used as a coupling conversion vehicle and speed was limited to 35 km/h. By mid-November 1991 nine of the twelve sets on order had been delivered.

### **Verkehrsbetrieb Zurich (VBZ)**

Zurich tramways have ordered 23 Be4/8 trams and 15 motorised trailers for delivery in 1991/2.

### **Zurich S-Bahn**

It is understood that the return on the investment in the Zurich S-Bahn network is not as high as was expected. This may possibly be due to some extent to the over-generous provision of services to some of the more outlying destinations and in the evening and weekend schedules. Reductions (temporary one would hope) would also help relieve the problems caused by shortage of train staff, in particular, drivers.



The SBB has postponed ordering a third series of double-deck push-pull trains for the Zurich S-Bahn services until problems with rubber parts of the locomotive transmissions and coach door mechanisms have been overcome.

Line S7 had now had its double Re4/4<sup>II</sup> push-pull sets replaced by DPZs. It is now believed that part of the adhesion problem experienced by DPZs on this route is caused by the dust from the plastic brake blocks in use on the RABDe12/12 units which formerly worked the line, making the rails slippery in wet weather. Because of the all-axle drive of the "Mirages", this problem was minimised.

## General

### Golden Pass

It is estimated that the six Cantons interested in the mixing of gauge between Interlaken Ost and Zweisimmen will have to find some SFr.85 million to complete the project. This will enable through metre gauge services between Lucerne and Montreux, obviating the need to change trains at Interlaken Ost, Spiez and Zweisimmen.

In addition the SBB will have to find SFr.15 million to adapt Brunig rolling stock and for 8 new panoramic coaches. Two of these will be built in Switzerland, the other six will be ordered from Breda, Italy.

It is proposed to operate four Panoramic through services each way daily. It is expected that passenger usage will amount to some 172,000 journeys each year. The service could be operating in 1986.

### Metre Gauge

Following the delivery of the RhB batch of Ge4/4<sup>III</sup> locomotives Nos. 641-6 in 1982, the BAM is calling for two similar machines. The MOB is ordering three, weighing 64 t with a service speed of 120 km/h, compared with the 61 t and 100 km/h of the other versions. The Appenzeller Bahnen is also showing interest in the purchase of locomotives of this type ☐

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