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Swiss Federal Railways (SBB/CFF) The SSG (Schweizerische Speisewagen Gesellschaft) will cease to operate dining cars on the Gotthard and Basel-Chur services from February 1991. Mini-Bufferets will be provided instead.

The SSG has converted an EW III diner into a *Grotto Ticinese*. It runs in trains 1671 and 254 between Basel and Chiasso.

From 1 May 1991 luggage in advance has been charges at SFr.6 an item instead of SFr.7 for families and groups.

An experiment in privatisation is taking place at St.Gallen-Bruggen. A firm is to rent the station and sell tickets and deal with parcels traffic against commission. They will also run a kiosk and the scheme might even extend to a Bank and Post Office services.

From May 1991, coach SRm 85 89-70 550-9 has been rebuilt and will operate for the benefit of disabled travellers. It has 29 seats and spaces for 16 wheelchairs for which a mechanical lift into the coach has been provided. The SBB has also ordered 50 mobile lifts to enable wheelchair users to get into coaches where there is no specific provision.

An understanding has been reached between the Swiss road transport body ASTAG and the SBB to extend co-operation on the lines of that now pertaining between the SBB, the PTT and certain bus operators. British Department of Transport please note.

The SBB and the BLS have been running trains between Bern and Wolhusen and between Bern and Brig with the Italian *Pendolino* high speed train ETR 401 with tilting suspension. This year the SBB is to experiment with its own tilt suspension, NEIKO - *Neigungskompensator*.

Five DB restaurant cars are being hired by the SBB from June 1991 for use in EC trains between Interlaken/Chur and Amsterdam. The vehicles will carry provisional SBB numbers.

Following testing of modified door equipment on the S-bahn double-deck stock, the delayed order of a further 45 control trailers and 60 intermediate coaches has been approved. The order for more Re4/4 450 locomotives is still on hold.

From the middle of December special express parcels services were operated to relieve S-bahn trains from carrying unaccompanied luggage and parcels. Running from Tuesday to Saturday, train 99626 left Zurich Hbf at 08:40 for Brugg, formed of an Re4/4^{II} (occasionally Ae4/7) and a D or D2-D2. Coupled to the rear was another, similar formation which was detached at Schlieren to form train 99633, 09:10 Schlieren-Meilen-Rapperswil. On 4 January 1991 the train leaving Zurich Hbf was formed Ae4/7:2 x D2-D2:Ae4/7.

Sometime in the middle of December an S-bahn class Re4/4 450 was seen at Wallisellen working a freight train whilst, on 21 January 1991, Re4/4 450 No 450.029-4 was photographed at Frauenfeld whilst being load-tested on a freight train between Romanshorn and Winterthur.

Over the Christmas and New Year period a number of freight trains were withdrawn and wagons attached to the rear of passenger services. Examples are 28 December, train 8535 Winterthur-Wil, formed of Ae4/7:4xB:A:D:16 axles freight and train 8557 formed of Re4/4^{II}, 2xB:AB:D:20 axles freight.

The extension of the Neiderweningen branch to Unter-Ehrendingen is being discussed.

The derailment of a petrol train at Stein-Sackingen on 4 January resulted in a large fire, evacuation due to the danger of explosion and the complete closure of the line for a lengthy period. The cause of the derailment was a broken Monobloc wheel and led to an immediate speed restriction for this type of train from 100 km/h to 60-80 km/h.

For some time Bm6/6 diesels have been barred from crossing the Rhine bridge at Hemishofen on the freight-only line between Etzwilen and Singen in Germany. Occasional test runs by an Am4/4 have been made.

From the timetable change it is anticipated that the Zurich S-bahn line S8 will be DPZ worked and that S14 (completely) and S12 (partly) worked by RBe4/4 push-pull sets. Bulach-Schaffhausen-Rorschach Re4/4^I workings will be replaced by Re4/4^{II} and Winterthur-Romanshorn Ae4/7 replaced by Re4/4^I. There will still be three Ae 3/6^I workings (Glarnerland, Tosstal, Winterthur-Etzwilen, Toggenburg).

In order to get paths for *Huckepack* trains, some regional trains between Goschenen and Goldau are being replaced by buses. As travel times are now longer, two buses are used which stop at stations where passengers can transfer into fast trains.

The Ricken tunnel between Wattwil and Kaltbrunn is 80 years old. It is the foundation of the direct Bodensee-Lake Lucerne line.

An Intercontainer night-express service, *Salto di Notte*, has been opened between Germany and Milan via Schaffhausen and Chiasso.

For some time in January 1991 a number of Re4/4^{II} and Re4/4^{IV} locomotives were out of use because of defective traction motors. This was presumably a result of the wrong sort of snow!

Brunigbahn For the pendelzug services to be introduced in 1993 between Lucerne and Giswil and Meiringen and Interlaken, five further Dhe4/6 locomotives, Nos.903/4/10/12/14 are being rebuilt as class De4/4^{II} for adhesion only by removing the rack equipment and bogie, as with No.913 rebuilt in 1988. All six will be further modified by installing push-pull control equipment and the renewal of the driver's cabs.

Six EW AB coaches will be converted to ABt control trailers for the push-pull trains. Together with a number of B coaches, they will be fitted with automatic door-closing mechanisms. The proposed formation of valley trains is De4/4^{II}:2xB:ABt.

Deh4/6 No.908 is located at Giswil for pre-heating purposes.

After incurring damage last year when in collision with a lorry, Deh4/6 No.915 is in Meiringen works.

GFM transporter wagons Nos. Ua993 and 998 have been bought by the SBB for use on the Brunigbahn where they will be renumbered Ua 9828 and 9833.

Bern-Lötschberg-Simplon (BLS) The new 3215 metre long Mittelgraben tunnel between Goppenstein and Hohten was opened to traffic on 17 December 1990, despite delays caused by heavy snowfalls, allowing the original valley-side track along the Lonza gorge to be closed for renewal. The doubled section between Ausserberg and Lalden has been in use since the end of November. Doubling work is proceeding between Stockgraben and Hohten. The target is to have the whole 84 km from Thun to Brig doubled by the end of this year.

De4/5 No. 716 is supplying power to and acting as a cellar for the temporary Buffet/Restaurant, *Chez Perron*, at Spiez, which is housed in restaurant cars Nos. WR88-3333 112 and 113 whilst the old fixed establishment is being rebuilt as part of the station improvements.

The BLS is taking delivery of 4 new control trailers for car carrier trains from Schindler Waggon AG, Pratteln.

During December 1990 a BLS EW II-AB was formed in a *Kolibri* set running between Lausanne and Geneva.

Increases in freight traffic has created such a shortage of locomotive power that routine maintenance of the Re4/4 fleet has become extremely difficult. As an emergency measures two push-pull services Bern-Neuchâtel-Le Locle have been replaced by 4-coach RBD4/4 railcar sets and more ABDe4/8 sets drafted into service, reducing the reserve *Triebwagen* fleet. This in turn has led to a shortage of trailers for use in Driver Only trains and ten type 1 EW coaches are being suitably converted.

A third first class coach interior has been rebuilt with swivel chairs. In the smoking section these are arranged 2+1, in the non smoking saloon, 3+0. A small kitchen, with refrigeration equipment has been provided, and the coach will be mainly used for special trips and group travel.

Aligle-Olten-Monthey-Champéry (AOMC) The 810m extension from Champéry to the cable car station for Planachaux opened on 22 December 1990. Instead of the skiers blocking the mountain roads they can now leave their cars at Monthey and use their ski passes on the train.

Appenzeller Bahn (AB) The 1000 kw BoBo locomotive ordered from Stadler-Fahrzeuge will have three phase motors supplied by ABB. It is intended for hauling trains of standard gauge stock on transporters or rollbocks.

The Appenzeller Bahnen are also considering the purchase of two locomotives similar to the RhB Ge4/4^{III}.

Blère-Apples-Morges (BAM) The three locos recently ordered from SLM/ABB will be fitted with three phase motors. These locomotives are to be the same as the six Ge4/4^{III} machines ordered by the RhB for delivery in 1992. Weighing 61 tonnes, they have a rating of 2400 kw and a maximum operating speed of 100 km/h.

Brig-Visp-Zermatt (BVZ) Six light steel coaches from the Brunigbahn were rented for the 1990/91 winter season from the SBB.

Chemin de fer de Jura (CJ) There is a project for a metre gauge line from Glovelier-Delemont; this is displayed on the carriage table maps. However, due to loss of land and cost, there is growing opposition to the scheme.

Chemin de fer des Montagnes Neuchateloise (CMN) New railcars BDe4/4 Nos 6 and 7 are due for delivery in Spring 1992 and are likely to replace the older railcars on the La Chaux de Fonds-Les Ponts de Martel section. The new stock is similar to that on the Nyon-St.Cergue-Morez.

Dampfbahn Furka Bergstrecke (DFB) The famous removable Steffenbach bridge has been equipped with a hydraulic cable winch. The central span can now be let down in seven minutes for the winter, instead of the one to two hours it previously took when the job was done by hand.

The DFB is obtaining the ex-Mitropa restaurant cars WR 3813 and 3814 together with steam powered snow plough Xrot 9214 from the RhB.

Emmental-Bergdorf-Thun (EBT) First class accommodation, abolished in 1976, may be re-introduced.

Ferrovie Autolinee Regionale Ticinesi (FART) The Locarno Metro opened on 12 December 1990. The line now starts in tunnel under the SBB station and runs for 2703 metres underground before surfacing in the outer suburbs. One bonus arising from the end of street running is that from 2 June 1991, ten minutes will be lopped off the schedule from Locarno to Domodossola and another 15 minutes will be saved in 1993 following the introduction of 8 new FART and 2 SSIF ABe4/6 railcars, announced in the last issue of *Swiss Express*.

Frauenfeld-Wil (FW) The FW has two new Be4/4 railcars on order.

Chemins de fer Fribourgeois Gruyère-Fribourg-Morat (GFM) The narrow gauge section now runs *Belle Époque* trains of vintage stock. Ex-Brunig Bi No 245, built in 1931, has been converted into a saloon/bar car with leather seats and, so it is noted in the report, ventilation and a chemical toilet.

Ex RVT railcar RABDe4/4 No 104, renumbered 173, has been acquired, together with control trailer Bt VU1.

Lucerne-Stans-Engleberg (LSE) This line has bought Deh4/6 locomotives 907 and 905 from the Brunigbahn in January and May respectively. Both will be rebuilt as adhesion only class De4/4.

Martigny Chatelard (MC); Martigny-Orsieres (MO) The MC and MO are operating a new joint marketing strategy and the administration of both lines has been amalgamated. The MO will work under the name *Mont Blanc Express* whilst the MC will use *Grand Saint Bernard Express*.

For the launch of this the MO has painted ABDe4/4 No.6 in an undulating red livery filled with white to represent snow on the mountains and adorned the white part with pictures of St. Bernard dogs and the title of the train.

Perhaps a member could photograph this phenomenon for *Swiss Express*?

Montreux-Oberland-Bernois (MOB) The MOB has ordered three Ge4/4^{III} locomotives, similar to the RhB SLM/ABB machines. They will weigh 64 tonnes

and be capable of conversion to two current operation for through services to Interlaken.

In addition to the first class Panoramic coaches on order in Switzerland, it has been confirmed that two more are to be built by Breda of Pistola, Italy.

The development of the Super Panoramic Express concept envisages a 5-vehicle unit comprising a driving trailer and coach each side of a 6000 series GDe4/4 locomotive. With a livery of white roof, blue above the wasitline and white below and styled by Pininfarina of Breda, Italy, the result should be a train of considerable elegance.

Nyon-St.Cergue-Morez (N St.CM) The Federal Council has granted a concession for the continued operation of the line as far as La Cure, valid until the year 2040. The section to Morez in France was closed in 1958. The line was refurbished in 1982 and now carries some 600,000 passengers annually.

Regional du Val de Travers (RVT) Delivery of a new railcar, RBDe4/4 No 107, similar to the BLS type, and two control trailers ABt 205/6 was expected in May. Three coaches B305-7 are to follow in 1992.

Rhatische Bahn (RhB) A record was broken this winter when the 100,000 marPk was exceeded for toboggan riders using the trains to reach the start of the famous Preda-Bergun run.

The stations of Davos Platz and St.Moritz were equipped with electronic ticket machines, linked to the main SBB computer in 1988. Five more tourist centres have now been connected and by the end of 1992 26 stations will be equipped in this fashion.

Sudostbahn (SOB) The rented Deutsche Reichsbahn class 243, 243-922 has been working into Zurich Altstatten.

Tramway Sud-Oeust de Lausanne (TSOL) The Lausanne tramway from Flon to Renens opened on 26 May 1991.

Waldenburgerbahn (WB) This line has three BDe4/4+Bt sets on order. It is evident that the modernisation of the line and the provision of new rolling stock is reaping benefits.

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