

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 3 (1991-1993)  
**Heft:** 4  
  
**Rubrik:** Notepad

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## Swiss Federal Railways (SBB)

The use of Re4/4' class on the Seetal line ceased at the end of September as the visibility from the cab was not good enough.

The test runs of the Swedish tilting-body train X2003 between Zurich and Schaffhausen from 25 to 27 July were only achieved at the expense of some severe operating restrictions. Because of the wide body profile no other train could pass the test unit between Schaffhausen and Neuhausen. In the Eglisau-Bulach direction wrong line running was necessary and only platform 15 at Zurich Hauptbahnhof could be used.

On 4 July the first of twelve standard gauge panoramic coaches rolled out of Schindler's Altenrhein works. They are designated SRm, the number allocated to the first unit is 61 85 89-90 200-5.

Of elegant design, offering a high level of comfort, they are characterized by a raised floor level (450mm) and large curved windows extended into the roof. Unlike the metre gauge coaches, there is no break at cantrail level. Their overall length is 26.4m, width 2.825m and height 4.26m, they weigh 48T, are air conditioned and have 54 first class seats. They are capable of operating at speeds up to 200 km/h. The livery of grey and white stripes has already given rise to the nick-name Sing-Sing wagons.

During 1991 the coaches were in service on the Basel-Chur, Basel-Interlaken, Geneva-Brig and on the Gotthard and Lotschberg routes, without supplements. However, once arrangements have been concluded with other operators, they will go into international services, Chur-Amsterdam, Interlaken-Amsterdam, Zurich-Venice and Geneva-Milan, where supplemental tariffs are expected to apply.

SBB coaching plans over the next 20 years

foresee the reduction of EW I and Ls stock, with considerable numbers of new stock being introduced. The proposed stock levels are shown below:

Year	1990	2000	2010
RIC	700	750	650
IC	2000	1510	1400
EW IV	440	500	500
EW III	50	50	50
EW II	650	650	650
EW I	1200	1200	700
Ls	670	130	50
Suburban	620	900	1100

A report in *Railway Gazette International* forecasts a shortfall in domestically generated electricity by the mid '90s brought about by the increased passenger and freight traffic and the completion of the Piggyback Corridor through which trains carrying 4m high lorries can pass. When the projected Lotschberg and Gotthard base tunnels are completed in the early years of the next century, further problems may arise. The SBB already has to import 25% of its power from France in the winter because of the reduced hydro-electric power available. Water freezes! France has power to spare as a result of high nuclear power generation ability.

Austrian Federal Railways (ÖBB) 2-current locomotive 1822.001 was due to begin trials in the Zurich area in November.

Passenger services over the Herzogenbuchsee-Solothurn line are due to be replaced by buses in the 1992 timetable.

A proposal has been put forward for running TGVs to Basel.

The new Re4/4 460 000-3 has been on trial runs over the SBB. On 22 August it worked a press special from Zurich to Vernayz.

In the early months of 1991, passenger traffic on the SBB increased by 10%

The underground car park at Neuchâtel was



opened on 12 August 1991.

Hupac Ltd., who operate the rail-road services over the SBB announce a 20% increase in traffic during 1990

Construction of a second track between

Bad Ragaz and Landquart has begun. It is hoped to open this to traffic in 1995. It is expected that the doubling of the line between St Gallen and Rorschach will start in the spring of 1992 and be completed in 1994.

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Back issues are now available from me. Some are in the original printed form but others are photocopies the same size as the original. Volume 1; 12 issues 1985-1987 Volume 2; 12 issues 1988-1990. Prices apply irrespective of whether the magazines are printed or photocopied and include postage (Air Mail where appropriate)

	UK	Europe	USA	Rest of World
1 Copy	£1.60	£2.00	\$4.20	£2.30
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At present only Vol 1/9 and 1/10 and Vol 2/2, 2/3, 2/4, 2/6, 2/8, 2/9, 2/10, 2/11 and 2/12 are available as printed magazines. Stocks of some issues are low and photocopies will be sent when exhausted.

Payment in Sterling to the Swiss Railways Society

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The SBB announce a crack-down on individuals creating excessive noise on trains and elsewhere on the system.

Two river bridges have been replaced by a single viaduct on the line between St. Imier and Sonviller.

The proposal to provide a Tilting Talgo set for overnight services jointly with the DB has been abandoned.

The Colibri sets RBD4/4 Nos. 2104-2183 + Bt are being equipped with automatic speed control.

The SBB, DB and OBB are investigating the possibility of producing double-deck sleeping cars for use in Hotel Trains.

Experiments are being carried out with a Colibri motor coach and a Sdkmmis van to increase the sound insulation and reduce noise.

Trains on the Seetalbahn Beinwil-Beromunster branch are to be replaced by buses in 1993 on a trial basis.

#### ***Brunig line.***

The new HGe4/4 locomotives are now very much in evidence, Deh4/6 and De4/4 locomotives are now mainly used for the Interlaken Ost-Meiringen and Luzern-Giswil local services. The current timetable has restored joint workings of SBB and LSE trains between Luzern and Hergiswil.

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

Some of the through Interlaken Ost-Zweisimmen services were being worked by BLS Re4/4 or Ae4/4 situated in the middle of the train with control trailers at either end.

During a walk over the Sudrampe Hohenweg this summer it was noticed that the freight traffic was lower than expected, though this could have been due to the time of day chosen. Single track working was still in force between Hohtenn and Goppenstein. Contrary to information in previous Notepads, the service between Spiez and Frutigen was still by rail.

The BLS group has revealed some of the statistics which led to the cessation of many local services and their replacement by buses. In 1990/91 between Thun and Interlaken and Spiez and Frutigen, 36.25% of the train

kilometers were local trains. The full cost of operating these services was SFr.20.4 million; receipts were SFr.3.5 million. Compared to expresses, which each averaged 123 passengers, the locals had 21. A train/km for an express cost SFr.37.12, a local SFr.24.35 whilst a bus only cost SFr.4.03. To run the local services, 29 train staff plus 32 drivers and 8 sets of rolling stock were required. The same work could be done by three buses. All this is sad for us, but at least we can expect the Swiss to do the decent thing and keep regular train replacement buses running efficiently. As far as is known, this has not happened in Britain.

Results for 1990 were reasonably satisfactory. For the BLS, passenger journeys increased by 2%, although there was a fall in group and season ticket travel. Freight was up by 18% and while journeys on the Thunersee increased by 15%, a sharp fall of 8.2% was experienced on the Brienersee. However there was a record increase in special trips. Bus services all showed an increase, including a remarkable rise of 70% on the Interlaken-Istewald run. A new record was set with a 6.3% increase in the number of cars using the car carrying train, 1,231,601.

The BN increased passenger services by 0.5% but here too there was a fall of 7.6% in group travel although season tickets showed an increase. Freight was up 4% to a record 955,000 tonnes.

The GBS showed good increases all round, passenger journeys up 4.6%, group travel up 9%, seasons up 7% and freight up 10%.

The SEZ was the least satisfactory with a fall of 1.8% in passenger journeys and 3% in freight. So far as the former is concerned, let us hope that the "third rail" will revive its fortunes.

#### **Aigle-Sepey-Les Diablerets (ASD)**

A Petition was launched by the Club-Train-Bleu, CH-3052, Zollikofen, Case Postale 251, to go to the Department Federal des Transports, CH-3003 Bern, to maintain rail traffic on the ASD and to provide a Federal subvention at least equivalent to that which would be given to a bus service. Although the deadline set by the club for collection of signatures has passed, it



*May we take this opportunity to remind you of the*  
**11th Anniversary Spring Meet and AGM**  
at the  
**County Suite, Cumbrian Hotel, Court Square, Carlisle CA1 1QY**  
on  
**Saturday 14 March 1992**  
Exhibition and Meet 12:00 until 17:30  
The AGM will be held at 15:30

This annual event has been organised by the Scottish Branch in conjunction with the Cumbria Branch on behalf of the Society and is expected to include: HO layout Oberfreidhof, small N gauge layout, larger models, video and slide show and most important of all, your own contributions, which are most welcome.

There is a bar in the County Suite which should be available from 12:30 until 15:00.

A DINNER will be held in the County Suite at 19:45  
All Welcome

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-----  
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**Final date for booking 4 March 1992**

Cancellations after this date may incur full costs

The 4-Star Cumbrian Hotel is situated in Court Square adjacent to Carlisle Railway Station. The hotel has recently been refurbished and all 96 rooms have en-suite facilities.

The Society has arranged a special Bed and Breakfast rate of £25.00 per person per night for Friday and/or Saturday night. Please book direct to the Cumbrian Hotel, Court Square, Carlisle CA1 1QY (tel.0228-31951) quoting reference Swiss Railway Society AGM/Dinner. All payments for accommodation to be made to the hotel

A photographic competition will be held for those attending the exhibition. There will be two sections, one for slides (35mm and mounted for projection) and the other for prints (B/W or colour, not exceeding 10in x 8in size). The subject matter is immaterial but the photo must have been taken in Switzerland.

One clearly marked entry is allowed in each section.

No notification is necessary, but entries must be presented at the exhibition by 13:00 for us to display. Your support is required if these competitions are to succeed. Entries may be collected at the end of the exhibition.

Your items for sale or swapping should be brought to the swap stall on 14 March..



would doubtless be pleased to receive support from any member who wished to write. The document makes it clear that foreign support would be welcome.

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

Track realignment has begun between Wilderswil and Zweisulchinen. Generally, services timetabled to run independently from Zweisulchinen to Interlaken Ost did so. The scheduled Guterzug from Interlaken to Lauterbrunnen (Train No. G5153) was regularly worked by an older motorcoach.

#### **Bergbahn-Lauterbrunnen-Murren (BLM)**

This combined funicular/tramway celebrated its centenary this year. To celebrate the event BDe2/4 No.11, built in 1911, was restored to as close as possible to original condition and will doubtless run special workings in the future.

#### **Biel-Tauffelen-Ins Bahn (BTI)**

BDe4/4 No.6 is to be rebuilt by Ramesier and Jenser into a saloon.

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

There are persistent reports of the planned revival of scheduled weekday services over the BC. Some years ago it was proposed to run through trains from Vevey to Montreux. With the growth of the urban belt climbing up the mountain inland from both Vevey and Montreux, such a proposition could pay its way, despite the need for improvement to the BC track and OLE. No reversal would be necessary en-route, and adhesion stock could be used. The MOB and CEV have recently applied for a concession to operate this service with a tramway type EMU.

The Blonay Chamby is planning a further exhibition depot at Chaulin. This should help protect many exhibits which have had to brave the weather for so many years.

It should be noted that plans for more covered storage were first published over 10 years ago!

#### **Bodensee-Toggenberg (BT)**

The BT has put into service a saloon car No.751, rebuilt from B No.B 350, formerly SBB No. B6000.

#### **Brien-Rothorn Bahn (BRB)**

The first of the new steam locos will be

completed in 1992 and will go on trial on the MOB's Rochers de Naye line. The second locomotive and four coaches will be delivered in 1994.

#### **Brig Visp Zermatt (BVZ)**

The railway has constructed, in a matter of 10 weeks, the diversion around the massive rockfall reported in the September Swiss Express. This has increased the route length by some 3 km, and extended the rack section by 2.8km. The new line, which incorporates three bridges, opened for traffic on 1 August 1991. In due course the diversion line will be realigned, this will involve the construction of a bridge.

Shortly after the reopening, heavy rain caused further flooding at Randa.

#### **Chemins de fer Fribourgeois (GFM)**

The new standard gauge RDe4/4 Nos.181/2 will go into service between Fribourg and Ins. From 1992, the Romont-Bulle standard gauge section will be operated by ex-RVT RABDe4/4 No.173 and Bt No.374. Standard gauge ABDe4/4 No.163 of 1946 and metre gauge BDe4/4 No 114 (1904) and 132(1943) were withdrawn in 1990.

#### **Chemins de fer des Montagnes Neuchateloise**

Be4/4 Nos.6 & 7 were delivered in August 1991. They are similar to the vehicles built in 1985 for the Nyon, St.Cergue, Morez.

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

This line has acquired RhB restaurant cars WR 3813 and 3814, which were stripped of rack gear for use on the double car WR 3816-7. Snow plough Xrotd 9214 was also obtained.

#### **Emmental-Burgdorf-Thun (EBT)**

The EBT group is planning to restore first class travel at the end of 1992. 34 coaches are to be rebuilt, 8 of them at the BLS works at Bonigen.

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

If no buyer has been found for Be4/4 No.201, restored for the Centenary celebrations, it will be broken up.

#### **Furka-Oberalp Bahn (FO)**

The FO is to follow the example of the BVZ and to build a new depot and works at Glisgrund, Brig. It is due to open in 1992 and



will enable changes to be made to the Bahnhofplatz.

Both of the Furka car transporters have covered more than 2 million miles since their introduction in 1982. No less than 185,451 cars were carried during 1990.

In addition to those published elsewhere, the names of HGe4/4's Nos. 106-108 are St Gotthard/S.Gottardo; Grimsel and Nufenen/Novena respectively.

A new telecommunication centre has been opened at Andermatt.

#### **Gornergratbahn (GGB)**

Some details of the four new 2-car sets on order are now available. Bhe4/8 Nos.3051-54, built by ABB and SLM, provide for 128 seated and 128 standing passengers. Fully loaded, the sets weigh only 66.5 tonnes and the 804 kw installed power provides for a speed of 28.5 km/h for the ascent and 16 km/h for the descent of the mountain.

#### **Jungfraubahn (JB)**

Services on this line have been very busy in the mornings and trains were observed

travelling in convoy. He2/2 Nos.6,9 & 11 were observed propelling two of the old carriages apiece,

#### **Lausanne-Echallens-Bercher (LEB)**

Connection of the isolated Lausanne-Echallens-Bercher took a step forward with the start of the work on the tunnel route to Lausanne main station this autumn. A new Chauderon station is expected to open in 1993 and Flon, giving connections to the Lausanne-Ouchy rack metro and the TSOL in 1995. Chopper control Be4/8 Nos.34-36 have been delivered.

#### **Locarno Trams**

Old motorcoach Be2/2 No.7 of the former Locarno Tramway, used by the FART as work car Xe2/2 No.7 from 1967 has been restored as nearly as possible to its original condition by a group of enthusiasts. It is now available for special workings over the Centovalli line.

#### **Mittel-Turgau-Bahn (MThB)**

There is the prospect that in 1993 MThB trains will be operating over the border with Germany to Singen on a half-hourly service.

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## **Montreux-Oberland-Bernois (MOB)**

Work is well advanced on a new viaduct to replace a tunnel on the original route a few kilometers south of Zweisimmen. This will ease the curvature and allow an increase in speed to 100 km/h. A new tunnel between Saanen and Rougemont has a profile such that standard gauge freight wagons on transporters can get deep into MOB territory. The SFr.12.9 million cost was largely provided by the Federal authorities, with 15% coming from Canton Bern, 2% from the Valais and 10% from the MOB.

## **Rhaetische Bahn (RhB)**

The last green liveried Ge4/4' No.610 *Via Mala* went into Landquart works on 30 June 1991, bringing an era to an end.

A shunting accident at Chur has badly damaged the 1984 built restaurant car No.3815, which runs in the Glacier Express. Various substitutions have had to be made, including the use of WR 3810-12 from the Nostalgie set.

Motorcoach ABe4/4 No.54 has been named *Hakone*, with the name repeated in Japanese script. The Hakon-Tozan Railway of Japan has returned the compliment by naming one of its motorcoaches *St.Moritz*.

## **Schynige-Platte Bahn (SPB)**

He2/2 No.64 has been transferred to the Schynigge Platte line from the WAB and was in use. Traffic was very heavy during good weather with up to four trains departing on some services and still leaving people behind for the next service. This line still only has vintage rolling stock in service.

## **Sihlthal-Zurich-Uetliberg (SZU)**

Proof that investment pays comes with news that the Federal Government and Canton Zurich have approved further investment to the tune of SFr.137 million for 1993-97 for new rolling stock and the doubling of some sections of track. Traffic generally has doubled since the opening of the line into Zurich Hauptbahnhof. Commuter traffic has increased by 225%.

## **Oeslingen-Balsthal Bahn (OeBB)**

This short line now plays host to SBB Eb3/5 No. 5819 (2-6-2T in Whyte notation). It may also be used for runs over the main line to Solothurn.

## **Sudostbahn (SOB)**

The line celebrated its centenary this year. It currently has the distinction of operating Class 250 CoCo electrics rented from the erstwhile East German Railways, and a 4-wheel diesel shunter bought from the German Federal Railways. A lengthy article on the line appears in *Schweizer Eisenbahn Revue* 9/91.

The SOB has obtained a prototype diesel locomotive, built by Krupp in 1964 from the Mainischen Feldbahn. Until 1969 it ran on the DB as 201.001, then went to the Westfallische Landesbahn and from there to the Teutoburger Waldbahn, before arriving on the MFB. It is hardly surprising that, after all this, it will need an overhaul before going into service.

## **Vitznau-Rigi Bahn (VRB)**

The old depot at Vitznau, evocative of the days of steam, has been replaced by a larger and very modernistic structure, easily visible from the passing boats.

## **Wengeneralpbahn (WAB)**

The new units have been observed working in multiple on both sides of the line from Kleine Scheidegg. Units 132 and 134 were observed coupled together on the Grindelwald service and units 131 and 133 coupled together with control trailer No. 234 on the Lauterbrunnen side. Units 132 and 134 had a pantograph on each car, with only one being normally used, but units 131 and 133 had one of the pantographs removed. All other passenger traffic was being worked by the older units, the He2/2 locomotives are being confined to freight and engineer's trains.

Considerable civil engineering work is taking place at Wengen. Reconstruction of the road underpass at the upper end is taking place and the last few hundred metres of the original direct route to Lauterbrunnen has been lifted. However, it does appear that this is in conjunction with extensive rearrangement of tracks in the station and the replacement of the station building rather than a prelude to abandonment. Is it possible that the two routes could be being set up as a "double track" section?