

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

Rubrik: SBB stock news

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Vapeur-Val des Travers (VVT)

The VVT operated a steam hauled train (loco C5/6 No. 2978) from Travers to Les Verrieres on 13 October 1991.

Zurich Trams

The delightful 2-axle gold tram has been broken up for parts to restore set 1019+629.

General

The cable cars and chair lifts at St.Luc and Veysonnaz may be replaced by funiculars!

According to the SBB Magazine, the Rickenbach-Rotenfluh cablecar issued chocolate tickets in celebration of the

Confederation's 700th anniversary. Has any member sampled this unusual delicacy? We are intrigued, since the tendency for chocolate to melt in one's hand makes it possibly the least suitable material for a ticket one could devise. The imagination boggles!

The Minifuc d'Emmoson opened this summer. It is a steeply graded funicular 260m long rising some 140m. Two 8-passenger cars are provided, travelling at 9 km/h, giving a journey time of 2 minutes. Operation is automatic.

SBB STOCK NEWS

New locomotives up to the end of July 1991

Re4/4 450	450.036-038
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Withdrawn

Ae3/6'	10709
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Be4/6	1602
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The number of Ae3/6' locomotives still in service has dropped to 22 with the withdrawal of 10709. Their allocation, which supersedes the June allocation list, published in September *Swiss Express*, is set out below:

Bern	10693-694-699-702-711-712	(6 locos)
Olten	10653-661-679-680-684-685	10691-691 (8 locos)
Rorschach	10637- 639-641-648-649-650	(6 locos)
Historic locos	10664 (Meilen/Rapperswil)	10700 (Bern) (2 locos)
	Total	22 locos

Be4/6 No.1614 has been transferred from Lausanne to Olten to replace the withdrawn 1602.

The first of the Ae6/6 class, No.11401, *Ticino*, has been returned to service in red livery after a lengthy period in works.

RBD4/4 No.1452 has become the third of its class to be repainted in Regionalverkehr blue/white livery, but with a difference. The cab sides are all blue, without the grey bottom band, while the front cab windows are surrounded by a black band, similar to that used on the Brunig HGe4/4".

RBD4/4 No.2178 was named *Grand-Saconnex Geneve Aeroport* at a ceremony at the airport station on 13 July. Others of this class have recently received names/crests: 2164 *Koblentz*, 2169 *Simach*, 2179 *Moudon*, 2180 *Palexieux* and 2181 *Busswil*.

Of the four pantographs fitted to the RABe EC units, only two are used in normal service. One of the two DC pantographs with double contact strips will now be fitted with an SBB contact strip, so that, in case of damage, a second pantograph is available. The width will be 1450mm (SBB=1320mm) and can, in emergency, be used on FS lines.

The two E class 150 shunters, hired from the DB for trip work around Basel docks in 1990 were returned at the end of August 1991.

Re4/4' No. 10007 has, since its construction in 1947, run over 8 million km, a record for any item of SBB motive power. Currently, the machine is working local trains over the south ramp of the Gotthard line..