

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 3 (1991-1993)
Heft: 6

Rubrik: Notepad

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 16.03.2026

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

SBB News

The first of a new class of shunting locomotive, 831.000 was delivered from Aebi AG, Regensdorf on 16 December 1991. The loco weighs 54 tons, has a power rating of 900 kW with hydraulic drive. The maximum speed is 80 km/h. Radio control equipment is fitted as well as equipment for multiple working.

Three each of class TeIII and TeIV are to be experimentally fitted with radio control equipment.

Re4/4' 10001-10026 are having their end doors removed.

The BDe4/4 railcars will not receive any more R3 overhauls. They will continue in Regional service and personnel transport until 1995.

The temperamental doors of the RABDe8/16 *Chiquita* units are to be replaced by doors of the NPZ pattern.

The newly-ordered batch of 42 NPZ units are intended to replace Re4/4' locos working on push-pull trains. The Re4/4' locos will then work postal and local freight trains, enabling the postal trains to run at 120 km/h.

On 21 December 1991 the normally harmless Suze River flooded the station at Reuchenette and the stretch of track towards Sonceboz. Despite the flooding of Reuchenette station, passengers from Biel transferred from the replacement CJ buses onto trains, because the road was also blocked by floods. Dry feet were ensured by transporting passengers on luggage trolleys!

An unusual sight on the Zürich S-Bahn on 29 December 1991 was BDe4/4 No. 1646 with four coaches working line S12.

On 30 December 1991 a BDe4/4 push-pull set worked express trains 2855 Baden-Zürich and 2854 Zürich - Böz - Basel in place of the diagrammed Re4/4' + Ls A/EW IB.

The SRm Panorama coaches are to be redesignated Apm.

Until the end of March, trains 258/259 Chiasso - Basel - Chiasso included in their formation a declassified FS-A, an SBB-EC-Bpm,

an ÖBB-Bm, a DB-Bm and a DB-Arnz, all fitted with various types of new bogies. This use in revenue service was part of an ORE research programme.

The longest passenger train worked by an Ae4/7 is Regional train 8560 which loads, Monday - Friday to ten vehicles.

Re4/4 460.001 visited the ORE test plant in Vienna Arsenal in January to undergo tests ranging from 32° to -25° Celsius. Moreover the driver's cab air conditioning has been tested to see how it performs at speeds up to 230 km/h. Meanwhile 460.002 has been to the Munich test rig for static roller tests up to 300 km/h. Alterations found necessary amount to quite an extensive list and will be incorporated into locos from 460.005 before delivery.

Re4/4 460.003 has been at Lausanne depot for instruction. From the timetable change the locos will be diagrammed to work on the lines Genève - Zürich, Genève - Domodossola and Brig - BLS - Bern.

13 February 1992 saw the transport by rail of 12 articulated trolleybuses and trailers from St.Gallen to Warsaw.

An unusual working on 19 February was the use of RBe4/4 1405 to haul a train of empty tankers from Rothenberg to Basel. The following day the same railcar saw service between Basel SBB and Basel Bad Bahnhof on instruction runs for DB drivers.

Because of important civil engineering work in the Simplon tunnel, timing of car carrier trains between Brig and Iselle have been changed. The 18:00 departure from Brig has been advanced to 7:50, the 17:00 departure from Brig and the 17:30 from Iselle have been cancelled.

From 18 November 1991 the station at Sisikon has been unmanned.

The bridge over the Poststrasse at Zug has been replaced.

Hüntwangen-Wil is to be rebuilt.

Lugano station offices are being extensively altered and an *Aperto* shop has been opened.

Another *Aperto* has been introduced at

Schaffhausen.

More shops have been opened in the subways at Zrich Hauptbahnhof.

Zurich Enge is undergoing renovation.

Brunig

A new *Jasswagen* is due for delivery this summer. No, it has nothing to do with music, but is to be devoted to a popular Swiss card game. Don't ask us how to play, we do not know!

Stock Changes

New locomotives up to the end of January 1992

Re4/4 450.044-047

Re4/4 460.003 §

Tm 235.006-009

§ First "Lok 2000" transferred to SBB ownership

Withdrawn

Ee3/3 1 6384

BDe4/4 1 633

BLS Developments

The problem of the quality of ride of the new small-wheeled car transporters has been overcome and they are again permitted to run at 110 km/h.

From the timetable change, Regional trains will operate between Thun and Reichenbach and buses between Reichenbach and Kandersteg. The object of the BLS is to transfer Regional trains on the former section of road and also those between Spiez and Interlaken.

Look out for charter steam and electric trains as well as some specialised coaches, which may well appear in regular trains. The BLS has launched a programme to attract parties of all types with a wide range of combinations of motive power and rolling stock. For example, for wedding parties restored EZ Ce4/6 307 might appear with a refurbished AB4u as a *Ticino* bar and a party coach for dancing in a re-arranged light steel parcels van. Or a party could hire steam GTB 3 with a 4-wheel freight van converted into an Alpine hut followed by three *Sputniks* fitted with tables and upholstered

seats in the van section. How about a mobile AGM for 1993?

Full double track operation from Thun to Brig was inaugurated on 8 May 1992. The 84.2 km route has taken 16 years to widen and the result is a triumph for the engineers and workforce, the operation staff and management who kept the route open throughout the work.

The working of freight trains of between 1300 and 1600 tonnes using a locomotive front and rear has been tested. For trains between 1600 and 2000 tonnes it would be necessary to insert a third locomotive in the centre of the train to relieve the strain on the couplings.

New Works

The BLS has begun an ambitious new works programme. These include a new repair depot at Kandersteg on the site of the old loco depot which will be responsible for the maintenance of all car carriers. Completion is expected in mid 1992.

Spiez is in the process of great change. The old staff building at the east end is to go and the staff facilities will be incorporated into a much enlarged station building which will include extended platforms. The track layout will be modified to allow higher capacity, faster through running for freight trains and improved safety for public areas. A new signal box is included in the plans, this will be built before the tracks are rearranged. The old station at Belp is to go and will be replaced by a large, and if the published drawings are a good representation, well balanced building.

The depot at Holligen, in the space between the SBB and the BLS (GBS) lines south of Bern is to be rebuilt in a style not unlike Spiez. Costing some SFr2.5 million, it will mainly serve the BM and GBS. Work was started in December 1991 and is expected to finish in the Spring of 1995. The subway at Interlaken Ost is now in use. The old subway is being renovated.

The BLS has installed micro-chip snow detectors to turn on the point heaters at selected sites. These are expected to effect considerable conservation of energy.

SOCIETY SALES

SPECIAL SOCIETY LINES

All featuring the Official SRS Logo

Top quality short sleeved cotton/polyester shirts in light blue or white with SRS Logo on pocket.

Ideal with your Society tie. £16.55

Please state colour and collar size

V Neck Sweaters	Navy	Wool	£22.75
V Neck Sweaters	Navy	Acrylic	£15.75
Sweatshirts	Navy	Roundneck	£13.75
Sports Shirt (short sleeve)	Navy	Button Neck	£14.50
Society Tie	Navy		£5.25

Please state chest size for sweaters and S, M, L, LX for sports and sweatshirts.

(Order larger size if in doubt)

Swiss Express Binders to hold up to 12 copies of Swiss Express £5.25

Red cover with Society Logo on titled spine

Enamel pin Badges (or with screw fastener or brooch pin) £1.45

(Please state which you require)

Swiss Lines Diagram by Alan Snowdon 0.75p

Shows all railways, their owners and gauge + other useful information

Back sues 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	£1.80	£2.50	\$5.00	£2.80
1 year (4 copies)	£6.50	£7.50	\$18.00	£8.80

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 All above are post free in the UK, other countries postage at cost
USA members send orders via USA coordinator Gary Hartman Use \$2.5 to £1.00. Postage sweaters etc. \$10 other small items \$5.

All surface mail

UK Members should include home telephone number when ordering if this is possible.

SALES OFFICER

S.J.Crebbin, 10 Downes Green, Spital, Wirral, Merseyside L63 9LX



Herr & Frau Kubler

★★★★

Hotel National

CH-3800 interlaken
jungfrau

SWITZERLAND PHONE (036) 22 36 21/22 TELEX 923 187 TELEFAX (036) 22 73 61

Private Standard Gauge

Emmental Burgdorf Thun Group (EBT)

From 1 May 1992, the EBT group has reintroduced first class travel on its trains.

Mittel Thurgau Bahn (MTB)

The MTB has acquired lightweight coaches AB 38-33 032 and 035 from the SBB

Régional Val-de-Travers (RVT)

The RVT has acquired a new railcar, RBD_e4/4 No.107, together with driving trailers ABt Nos.205 and 206, delivery took place in November 1991. On delivery of coaches B 305-307 the two old ex SBB coaches (AB and B) are to be withdrawn.

Rive Bleu Express (RBE)

This steam operated service, between St.Gingolph and Evian-les-Bains, is to rent the E2/2 *Zephir* of 1874, built for the Bodelsbahn (Därtingen-Böningen) and coaches B2 Nos 1 and 2 (1868,1864) from the Rorschach-Heiden.

The RBE has also hired four former SBB riveted coaches from the Austrian Montafon line, where they have been working since 1973/78. The coaches, dating from the 1930s, will apparently retain their red/yellow livery.

Sudöstbahn (SOB)

The rental agreements for the two ex-DDR locomotives have been extended; 250-252 to 2 October 1992 and 243-92 to 7 June 1993.

Metre Gauge Matters

Appenzellerbahnen (AB)

Second Class coaches 17 and 21 have been sold to the former East German, mainly steam operated Selkantelbahn.

Brig-Visp-Zermatt (BVZ)

The new HGe4/4ll locomotives are named as follows:

- | | |
|---------------------|-----------------------|
| 1 <i>Matterhorn</i> | 4 <i>Taschhorn</i> |
| 2 <i>Monte Rosa</i> | 5 <i>Mount Fuji</i> § |
| 3 <i>Dom</i> | |

§Yet another Japanese link in the Swiss alpine region.

40

The BVZ has acquired ex-SBB (Brunig) coaches AB 471,473,474,480 and B 850,851.

Biel-Tuffelen-Ins (BTI)

The BTI has converted BDe4/4 No.6 (1947) into a saloon car for group travel.

Chemins de Fer Fribourgeois (GFM)

ACMV has delivered BDe4/4 Nos.121 and 122, for the GFM metre gauge services, these have asynchronous motors and GTO thyristor control. Bts 221-223 are similar to those on the NStCM.

All GFM metre gauge stock is to be fitted with automatic train control system compatible with that in use on the MOB.

The new bridge over the Hongrin, near to Montbovon, will be opened in the autumn.

The new standard gauge depot at Freiburg is scheduled to come into service towards the end of the year.

The GFM has bought RABDe4/4 No.104 (1983) and Bt No.202 (1965) from the RVT for the standard-gauge Bulle-Romont route, numbering them 173 and 374 respectively.

The metre gauge section is offering party travel in a special train of vintage vehicles, comprising a refurbished end balcony coach painted in a livery approximating to that of the former GWR (UK), which is now a bar and fondue coach, and a postal van which has an external platform running its entire length, the only one of this type still in service. Motive power would either be Be4/4, possible No.111 (1903) repainted in green or a steam loco, usually ex Blonay-Chamby.

Chemins de Fer du Jura (CJ)

Sadly De4/4 No.4, once on the Martigny Orsieres, is being cannibalised at the Tramelan works. It is not clear for what purpose the spares are needed.

The CJ has acquired BDe4/4 No.5 (1941) from the Biel Taufflen Ins (BTI) [Formerly Frauenfeld Wil No.207] and converted it for freight haulage. It is now BDe4/4 No.621. Power rating is 544 kW and maximum speed 60 km/h.

It is reported in the *SBB Magazin* that the

people of the Jura were expected to approve in March the finance for the extension of metre gauge from Glovelier to Delmont, thus connecting the CJ to a main SBB route.

Chemins de fer des Montagnes Neuchâtelaise (CMN)

Further to our notes concerning the restored Frauenfeld-Wil set, it appears that this is in private ownership for special workings over the La Chaux-de-Fonds - Les Ponts-de-Martel line.

Ferrovie Autolinee Regionale Ticinesi (FART)

The Centovalli line is due to take delivery of the new ABe 4/8 low deck cars this year. This will permit the introduction of an hourly service between Locarno and Domodossola and a half hourly service between Locarno and Intraglia.

Vintage power cars ABDe4/4 No 17 (1923) and Be4/4 No.7 (1908) are now restored and available for enthusiast specials.

Ferrovie Lugano-Ponte Tresa (FLP)

This line has bought Be 4/8 Nos. 41 and 42 from the FART.

Lausanne-Echallens-Bercher (LEB)

Work will begin this year on the cut and cover section, the first part of which will run to a station at Place Chauderon, which it is understood will lead to the cessation of street running and the closure of the present vintage terminus at Chauderon. This section is due to open in 1995 and the whole line to Flon is to open in 1998.

Montreux-Oberland Bernois (MOB)

The MOB will take delivery this spring of two new Swiss-built *Panoramic* coaches. Delivery of the Italian-built *Superpanoramic* sets is not expected until 1993.

On the opening of the new bridge at Kaltenbrunnen, which allowed speeds to be increased from 35 km/h to 50 km/h over this section, the old route of the MOB has, with the help of the communities of Zweisimmen and Sannermöser been used by skiers.

The new Ge4/4 locomotives, 8001-8004, 1600 kW rating, are due for delivery in 1994. These are the first "official" locomotives on the line, the 6000 series are technically powered baggage cars!

The two historic DZe6/6 powercars, built in 1932 to haul the abortive *Golden Mountain Pullman* are to be equipped with new electrical equipment and so receive a new lease of life.

Nyon-St Cergue-Morges (NStCM)

The NStCM took delivery of BDe4/4 No.211 in October 1991. It has also acquired BDe4/4 No.22 (1936) from the Lausanne-Echallens-Bercher (LEB), presumably as a reserve and for PW duties.

Regionalverkehr-Bern-Solothurn (RBS)

The RBS will take delivery this year of ABe4/8 Nos 65-72 for service between Solothurn and Bern. Be4/8" Nos.64-68, of similar design, are due for delivery in 1993.

The RBS has put into service a vintage train made from 1916 built stock, CFe4/4 No.11, C4 No.61 and C No.78, built for the ESB (Elektrische Schmalspurbahn Solothurn Bern).

Double track is now in service at Oberzollkofen (22.6.91) and between Schönbühl and Urtenen (14.11.91).

Tram Topics

Basel

The possibility of extending routes 14 and 16 to Weil and Lorrach in Germany, and line 3 to St.Louis in France is being examined.

A ring system, using small cabins (presumably similar to those on a gondelbahn) is said to be being planned.

Genève

Route 13 (Plainpalais-Cornavin) is due to enter service next year. Proposals to extend this line from Plainpalais to Acacias and from Cornavin to Place des Nations are in hand.

Experts also recommend the construction of a 6 km long automatically controlled Metro; Meyrin-Aéroport-Cornavin-Rive.

Bern

The last of the standard trams of the first 66XX series has been withdrawn.

Zürich

Four-wheelers will be running between the Hauptbahnhof and Zoo on 6 and 20 September and on Route 14 during the Zuspa fair from 24 September to 4 October.

The scene is changing rapidly as 38 Tram 2000 Be4/6 2099-2121 and Be2/4 2421-2435 are being delivered.

General

The Berner Oberland Regional Pass for the period 1 May to 31 October 1992 will cost SFr.125, giving 5 days free and 10 days half rate travel over most rail and all ship regular services. The extremity of free rail services is Saanen on the MOB, Thun, Almendhubel, Brienz Rothorn, Brunig Hasliberg, Kleine Scheidegg, Schynige Platte, Niessen and Kandersteg.

One of the pleasures of manning the SRS stand at exhibitions is meeting members and other visitors with an interest in Switzerland. At Southampton in February a gentleman introduced himself as a founder member of the correspondence group which was the forerunner of the SRS. He and his wife had worked in the Netherlands for the past 10 years and, after an interesting chat, we were delighted to re-enlist the Rev.Geraint Edwards.

The SBB developed the simple ACTS (Abroll Container Transport System) by converting 75 bogie flat wagons by fitting, at relatively low cost, three rotating trays to each vehicle on which containers can be placed sideways and then turned to fit within the loading gauge. At the destination the tray is once more rotated through a right angle and the container can be slid onto an adapted lorry. Only one man is required to carry out this operation. One application was for the transportation of Zürich's containerised garbage. The total traffic using the system amounted to some 300,000 tonnes. The system has since been used in Belgium, Israel and Spain. Has anyone yet made

a model?

BR Intercity has included in its December 1991/January 1992 issue of its free magazine found in first class coaches a useful potted history of the Jungfraubahn. Whilst the subscription price for the magazine, £22.50 for 10 issues, might seem a little steep it is possible that Intercity might dispose of solled copies to enquirers.

There is an excellent article on the TSOL in the February 1992 issue of *Light Rail and Modern Tramway* (formerly *Modern Tramway*).



Early this year the editorial office received some mail from the USA, bearing 50c stamps, one of which is reproduced above. As it is unlikely the small wording will be completely legible, in the bottom left hand corner it says *Switzerland : Founded 1291* and depicts the Bern Parliament buildings and the Capitol Building in Washington. This strikes us as a very pleasant courtesy, how many other countries commemorate someone else's anniversary?

The MOB, BLS and SBB have gone into packaged holidays offering up to 6 night holidays at hotels ranging from standard to de-luxe including first class travel over the *Golden Pass* route from Montreux to Luzern, a trip to Jungfrauoch and a free book. Children up to and including 12 years of age are free if sharing a room with parents. Lowest costs are from 1 November 1992 to 31 March 1993 at SFr.850 in a standard hotel or SFr.1200 de-luxe.

From the timetable change in May, an SBB *Panoramawagen* will run regularly in the EC

Berner Oberland departing Interlaken Ost at 11:39 for Amsterdam. The return working arrives at Interlaken Ost at 18:21.

We have received notice of Mobautech, the 3rd *internationale Messe für Modellbau, Anlagenbau und Modelltechnik* - or in plain English, a model exhibition - which will be held at the Olma-Hallen, St.Gallen from 9 to 13 September 1992.

The little known 750mm gauge Internationalen Rheingulleren (IRR) which can be glimpsed along the banks of the Rhine celebrates its 100th anniversary with exhibitions in Widnau and Lustenau (Austria) until 31 October 1992. The purpose of this 33 km long railway is to carry materials for the maintenance of flood protection barriers along the Rhine.

With the opening of the Channel Tunnel in 1994 and the benefits of the TGV, it is anticipated that the journey time from London to Zürich will be reduced to a mere 5hrs 25min instead of the current 13hrs 24min by rail and sea. Spectacular improvements in speeds from Zürich to French destinations, aided by the *AlpTransit* plan, will bring Paris as close as 3hrs 5min; Bordeaux will be cut from 10hr 22min to 5hr 20min. To Italy the prospects from Zürich are just as good with times of 5hr 15min (9hr 37min) to Rome and 2hr 10min (4hr 02min) to Milan.

No less than 40% of the Swiss population hold the annual ticket allowing them to purchase all types of standard ticket at half price; from observation on our travels, it appears that 80-90% of passengers use them. The

Swiss, as is well known, know a bargain when they see it. Why do not other railways adopt this simple system instead of a plethora of confusing special offers which are frequently not even understood by the booking office staff and only encourage occasional use?

Review

RhB Balcony end 2nd class coach

Gauge HOm Scale 1:87 Price £29.95

Manufacturer STL Models

Obtained from Victors

The range of HOm stock for the RhB has been dramatically enlarged by a new Swiss manufacturer. The initial offering is a lovely second class balcony end coach, ideally suited for either the leading vehicle of a Guterzug or else, with three or four in a short rake, as a preserved special.

The detail is excellent, the interior wooden seating even has luggage racks, whilst the instruction sheet for detailing with the supplied parts is very explicit, the fiddle remains, but the niggling doubt as to which bit really goes where has gone. A wide range of numbers is offered. Hurry while stocks last!

The firm have announced they will be producing another balcony end coach and a centre door coach later this year, with a G4/5 to follow in 1993/4. The probable price of the latter unit is not known, but rumour has it that it will be affordable.

Via Mala

Mike Polglaze informs us that the HOm Via Mala layout will be at the following exhibitions:

27/28 June	Dover§
1 August	Wittering (Sussex)
19/20 September	Bournemouth
27/28 November	Wakefield

§ listed as a "definite maybe"

10th Anniversary Tour 1990

From the hundreds of slides taken during this tour a set of 80, representative of the trip, has been made up for the Society's archives. The set and accompanying index are now available for loan to branches.

Please apply to Geoffrey Higham, 18 Moorland Road, Hemel Hempstead, Herts HP1 1NH, tel 0442-257610. You will be asked to pay Recorded Delivery postage both ways..