

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 3 (1991-1993)  
**Heft:** 8

**Rubrik:** Notepad

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## Swiss Federal Railways (SBB)

The RBe4/4 railcars are to be fitted, at future main overhauls, with side doors flush with the outer sides of the unit. The first to be fitted is expected to leave HW Zürich in the Autumn.

The withdrawn Ae3/6 is in service as a heating locomotive at Chur.

After a three month production pause, the series production of the class 460 locomotives got under way with the delivery on 23 July of 460.005 and 460.024. Once production is fully underway in September deliveries are expected at the rate of one locomotive per week.

As previously reported the Re4/4.460 locomotives are to carry names of mountains and tunnels. Names settled so far are 460.000, *Lötschberg* and 460.004, *Uetliberg*.

As intermediate coaches for the 42 newly ordered NPZ units, 42 AB EW-II and 36 B EW-I coaches are to be converted. Unlike the earlier conversions, they will all have external sliding doors (as BLS units) and all accommodation will be non-smoking. Cast iron brake blocks will be used in place of sintered blocks, which have caused overheating problems.

Because of problems with boarding passengers not knowing where to go, the AB double-deck Zürich S-Bahn coaches are to have the first class better marked with pictograms and the words **1st Klasse**.

The trains 5275/5284 Luzern - Flüelen and return were for a short time formed of a 10-car EW-III push-pull set. The diagrammed 3-minute turn-around at Flüelen proved insufficient for the driver to change ends, resulting in regular late running of train 5284. The problem has been overcome by using the EW-III set for trains 6980/6983 Luzern - Zug and return, the Re4/4 1 5-coach push-pull set being used to go to Flüelen.

One of the consequences of the Hirschengraben tunnel S-Bahn fire, reported in September 1991 *Swiss Express*, is the

permanent stationing of an Em3/3 diesel loco at Rapperswil.

Two reliefs which ran on 20 April are worthy of note. Train 10737, a relief running ahead of IC737, from Lausanne to Wil via Zürichberg tunnel. Train 11162, following EC *Transalpin* Wien - Zürich, formed of rebuilt Bpm, Bm-UIC X, Am-UIC Z1 and ÖBB WRmz, and hauled from Buchs by Ae4/7 No.11014 + 10945 in multiple. On 5 May, following Germany's industrial problems, EC7 *Carlo Magno*, Munster - Lötschberg - Milano, was formed of a colourful mixture of DB IC pink/grey, DB blue/beige, FS orange, FS grey/beige and DR pink/grey coaches.

A test run was made during May with Eb 3/5 5819 (with Ae6/6 as load) between Zürich GB and Affoltern am Albis.

On 27 June a relief, running ahead of IC712 from Zürich to Lausanne was formed of 2 x RBe4/4s in multiple.

On the night of 6/7 July, when the SNCF Rhône valley line was blocked by protesters, the Hotel-train *Pablo Casals* (Zürich - Genève - Barcelona) and the car-sleeper train Zürich Altstetten - Renens - Narbonne were both diverted via Simplon - Riviera - Côte d'Azur. In the opposite direction the *Pablo Casals* was delayed on the FS by a strike.

Instruction trips ran at the end of June - beginning of July for SBB instructors with a DB ICE between Basel and Zürich via Olten. Drivers instruction is intended to follow during September.

Since the May timetable change, freight trains in the Vallée de Joux (Vallorbe - Le Brassus) only run as required. Pathways are at 13:42 from Vallorbe to Le Brassus (Train 60177F), returning at 14:40 (Train 60178F), booked to an Ae6/6, also 08:42 Vallorbe to Le Sentier (Train 60163F), booked to an Re6/6.

In June, Luzern were operating a *Pendlezug* composition formed of 'Seetal' Rbe4/4. *Kolibri* liveried EW I B, EW II AB and DZt 91-33 954. It

was observed on 16 June in Luzern - Gotthard locals and on 20 June on an Olten - Aarau local service.

In contrast, at the same time Re4/4 111106 was the motive power for an EW III push-pull set, forming a complete *Swiss Express* train again!

26 June saw the 500th EW IV coach turned out by SWA. As part of the celebrations, the coach was propelled to Heiden on the RHB.

14 July saw the Zürich S-Bahn stand-by train used to cover IC721/734 Zürich - St Gallen - Zürich.

As part of the celebrations of the 100 years of the line Stein - Laufenburg - Koblenz, on 31 July Re6/6 No.11688 *Stein-Säckingen* headed a guest train of open vehicles from Stein to Laufenburg. Over the next two days SBB Eb2/4 No.5469 and DBB E2/2 No.1 *Laufenburg* ran between Laufenburg and Etzgen.

A relief line is being planned to by-pass the Basel Rhein bridge, involving a new bridge over the Rhein in the Rheinfelden / Säckingen area. A new bridge will also be necessary to fulfill plans for a Basel area S-Bahn.

The Zürich double deckers get everywhere! In June AB 36-33 055 was on display in the main station at Helsinki, on the temporarily regauged platform 15. Power was provided from a 2-axle SJ generator van. Transfer was via the port of Hanko/Hangō on broad gauge bogies.

A couple of minor errors crept into the list of liveries carried by the RBe4/4 railcars, published on page 38 of the September *Swiss Express*. The date against 1401-6 should read 198. - 8 (signifying no specific date in the 80s). The final scheme example, 1427, has a black number and a modified headlight.

A blow to the bi-modal movement of freight was struck when the SBB had to abandon its Cargo X scheme after only a one year trial between Zürich and Lausanne. This door to door container system, using swap bodies, seems to have failed on the highway side and perhaps it would have been better to have had interchange points near import and export sites at Basel and Genève.

The new tunnel at Aarau has holed through. All traffic will use the new tunnel in 1944, allowing the old bore to be repaired. The 4-track route will enable 140 km/h running between Olten and Aarau in 1997, instead of 95 km/h as at present.

An experimental solar power generator producing 20 Kw on sunny days has been in operation by the SBB at Bellinzona since the start of the year. Sole user rights to their hydro-electric stations run out between 2005 and 2007, when they might be required to share the output with other users.

A way round the problem may be seen by the fact that the SBB has formed Kraftwerk Amsteg AG with Canton Uri and the Urner Kantonal Bank to run Amsteg hydro-electric station, which helps to power the Gotthard line. Demand is rising, so the existing 46 mW capacity will be raised to 160 mW by replacing the existing six turbines with four new models with 40 mW output apiece.

It is understood that there are proposals to rebuild St.Gallen, one of the few remaining vintage main line stations in Switzerland.

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

An artist's impression of the new BLS class 465 locomotive shows it finished in blue/cream/black/grey. The bodysides and ends are in blue, the underframe black, separated from the blue by a cream band. The side corrugations are partly picked out in cream with large cream lettering near the centre showing ownership. Whilst appreciating that overall brown is not a 'modern' colour scheme, part of the appeal of the BLS to many people is its brown locomotives, and it will be a pity to see the end of this era.

Walter Kleine, Head of Marketing, has retired. He was a very good friend of the Society and we wish him a long and happy retirement.

Figures just published show that the group had a good year in 1991. The BLS showed increases of 4.3% in passengers to 9.8 million and hit a record 7.3 million tonnes of freight - an

increase of 15.4%. BN returned passenger journeys a little up on the previous year although receipts were up by 9.2%. The TGV traffic Bern-Paris showed a decline of 14% in passengers carried. Passengers on the GBS reached a record level, up 3.6% whilst freight was up a modest 1.6%. The SEZ increases passenger journeys by 4.7%, freight receipts were up 11%.

The Austrian 2-current Brenner locomotive OBB 1822.001 ran trials on the Lötschberg line in September. Another unusual sight on the line in September was a pair of *Karlsruhe 2* current trams, in which several Swiss undertakings have an interest for local traffic on main lines.

BLS have ordered two more tractors fitted with cranes from Aebi for delivery in 1993.

An EBT Ee3/3, which was previously owned by the SBB, has been hired for shunting at Frutigen.

## Private Standard Gauge

### Bodensee Toggenburg (BT)

Raco of Regensdorf have delivered TM5 of the 'BLS type' fitted with a crane. The previous No.5, dating from 1925, was broken up in 1989.

### Sihital Zürich Uetliberg Bahn (SZU)

The first of six double deck coaches ordered from Schindler in 1991 has been delivered. The new Uetliberg Be4/4 Nos.21 & 22, fitted with Scharfenberg couplers were delivered from SLM at the end of July.

### Vapeur Val de Travers (VVT)

This preservation group has obtained *Kriegslok* 52.221 (Schwarzkopf 12226/1943) from the Oswald Steam Centre at Samstergen on the SÖB. It becomes the tenth steam locomotive at the St.Sulpice depot.

## Metre Gauge Matters

### Aigle Sepey Les Diablalets (ASD)

Old ABDe4/4 No.1 has been painted all over like a mountain picture with snow capped peaks reaching from solebar to waistline into graduated blue skies up to the cantrail. It goes into service on special trains in October.

More problems for this line arise because the road bridge linking the junction at Les Planches and Le Sepey is in need of repair. A solution being considered is the construction of a connection at Les Planches giving direct running from Aigle to Les Diablalets and abandoning the branch to Le Sepey.

Preserved ABDe4/4 No.2 has been damaged in a collision and then vandalised. It is now out of service.

### Bex Villars Bretaye (BVB)

The two Be2/3 trams running between Bex and Bevieux are to be replaced by new stock. Details are not yet known.

### Biel Tauffelen Ins (BTI)

The 1916 built BDe4/4 512 (ex SZB) has been withdrawn from passenger service.



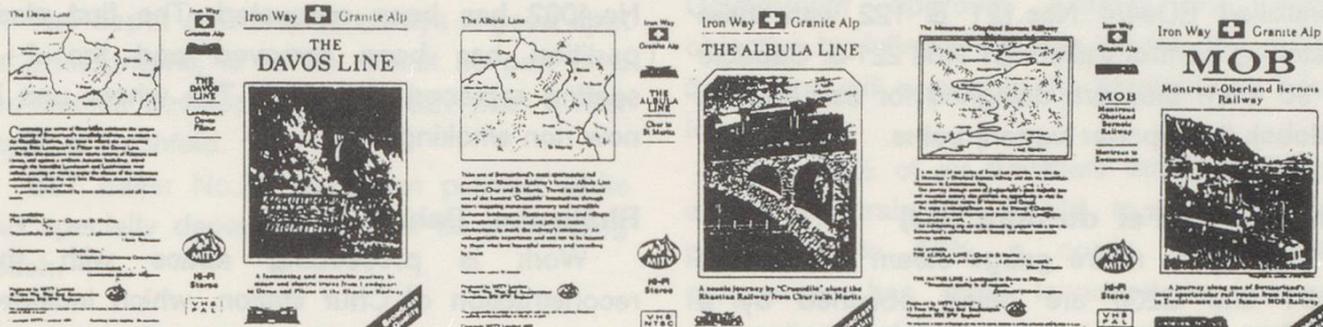
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## SALES OFFICER

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

ACMV/ABB have delivered thyristor controlled BDe4/4 Nos.121 & 122 with three matching control trailers BT Nos 221-3. Capable of 90 km/h they are designed for use also on rollobck (transporter wagon) trains.

### **Chemin de Fer du Jura (CJ)**

Portugese metre gauge steam locomotives E164 and E206 are being obtained by a museum group to run on CJ tracks. It is understood that a Spanish electric locomotive from a tramway system has also been obtained.

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

The restoration of ex FO HG3/4 No.1, standing at the Oswald Steam Centre will now be carried out at the DR locomotive works at Meiningen, which is also understood will produce a 'new' No.2 based on bits of No.9.

### **Ferrovie Autolinee Regionali Ticino (FART)**

The first Ae4/6 lightweight low floor train was tried out on the ASD at the end of August and beginning of September. It went to the FART at the end of September (see also p 8)

### **Gornergrat Bahn (GCB)**

This line is noteworthy for its 3-phase ac current supply, involving twin overhead catenary, powering 3-phase traction motors. The four new BDhe4/8 sets on order from ABB for delivery in 1993 will have rectifiers to supply dc to the traction motors. There will be both regenerative and rheostatic braking and it will be possible to bring the train to a standstill by rheostatic braking in the event of a power failure. Units will be able to be operated in multiple and will be authorised to a maximum uphill speed of 28 km/h with a limit of 15.5 km/h downhill on 1 in 5 grades and 21 km/h on 1 in 8 grades.

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

The section Finhaut to Chatelard will be changed over from third rail to overhead current supply during 1993.

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

This line is now packing them in. ABDe8/8 No.4002 has been renovated. The first class partition has been removed and the 2+1 seating replaced with 2+2. The whole unit is now non smoking.

### **Rhätische Bahn (RhB)**

Work is proceeding apace with the reconstruction of Chur station, which includes decking over the tracks at the Disentis end, thus ending the panoramic view that could be obtained from the road bridge. It appears that this area will provide the new main entrance, with bus interchange.

At Thusis a new station building has been built alongside the classic old structure. Tracks have been substantially altered and extensive bridge works south of the station include a new viaduct.

A new road bridge at the Chur end of Tiefencastel has been constructed, apparently to permit the lengthening of the loop. It also appears that a new centre island platform is to be built at this important interchange point with the postbus services.

A bus service running between Tirano and Lugano has been introduced by the RhB. The Swiss Pass is valid, but reservation is essential.

The new Gmf4/4 Nos 242 & 243 were at Landquart works in June preparatory to their labours in the Vereina Tunnel. It is expected that, in October, a temporary track would be laid over the new concrete bridge at Klosters on the Vereina Tunnel route.

Ex Bernina Bahn Ge4/4 No.82 was bought by a private individual to run on the French La Mure line, but it could not operate under the 2400V system and now stands forlornly in the open at St.Georges de Commiers.

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

Coaches Nos. C2 / 4, B11 / 13 / 14 / 15 have been withdrawn. The underframes were sent to Ramsier and Jenser who put new bodies of traditional design upon them. They are now numbered B41-46.

## Tram Topics

### Basel

The depot at Dreispitz, always a good spot for photographs, is to be rebuilt as part of a commercial development. The BLT plan a new depot at Ruchfeld.

BLT trailer No.25 has been painted white and specially decorated for use as a wedding coach.

### RBS

By the end of the decade most of the lines will be double track. The doubling from Moosseedorf to Schönbühl and the extension of the section between Urtenen and Jegensdorf is planned for 1993.

### Genève Public Transport (TPG)

In Morbier, in the French Jura, ex TPG coach B327 is serving as a chip bar in a car park. It was originally Luzern Tramways Be4/4 No.107 and then TPG Be4/4 No.737 before being converted to a second class trailer.

### General

A new society, the Verein Schweizer Schmalspurbahn, has bought MOB BDe4/4 No.16 and Regionalverkehr Oberaargau De4/4 No.122 of 1917 vintage. They are said to be stored at Neiderscherli, which is on the Bern - Schwarzenberg standard gauge line, so where will they run?

Market pricing is to be introduced on the SBB and BLS. This reflects BR practice and

abandons the rate per kilometer hitherto in use on these systems. Mountain railways under Government approval achieve the same objective by inflating the true length, thus a line 5 km long will appear in the timetable as 7 km long.

Only 30% of air travellers arrive at Zürich airport by train. In a bid to increase the proportion to 50% a costly development programme has been launched to improve connections between rail and terminal - and not before time!

### Industry

Cellulose Fabrik Attisholz has put its three steam locomotives (currently used as stationary boilers) up for sale.

The track construction and repair company, Sarsa AG, have put into service three Mak diesel hydraulic B+B locomotives. Weighing 80 tonnes and with a rating of 100 kW, they are named *Bettina*, *Corinne* and *Daniela*.

### Swiss stock in Austria

Ex Middle Thurgau Bahn ABDm2/4 is still at work on the Montafonerbahn as BD4 ES 10.204.

Two of the three AOMC BDe4/4 Nos.111-113 are still at work on the Vocklamarkt - Attersee line. The third was destroyed in a depot fire.

Ex TB BDe4/4 Nos 3 & 5, previously Lausanne - Moudon 191-3, are at work on the Gmunden - Vorchdorf line together with ex BLT Be4/4 now numbered B4 ET 23.109. Coaches



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from the Bern - Worb Bahn and Frauenfeld - Wil can also be found.

## PTT

The Swiss postal service know the value of efficient rail transport. 640 vans operate daily, in the year they run 33 million km and carry 400,000 tonnes of mail.

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## NEAT

In the referendum on 27 September, 63.5% voted in favour of the new Alptransversal system. Not surprisingly, cantons further from the disruption which may be caused by construction and its aftermath were the most enthusiastic although the Valais was strongly in favour and Bern fell in the 60-70% band. Uri was the surprise with less than 50% in favour.

The information train about the project comprised three Mk III coaches painted bright green and hauled by restored Ae3/6I No.10700.

During a rapid transit through the underpass at Luzern station in early September, the editor discovered a large display centred around a quarter scale (approximately) tunnel portal offering information and leaflets, probably this type of promotion was featured at other principal stations.

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## Member's Advertisements

**Swiss Railway books** for sale. Switzerland - Its railways and cableways : Cecil J.Allen in good condition with d/w covered with plastic film and fixed to book £10.00+£2.50p&p. Switzerland's Amazing Railways : Cecil.J.Allen 1st edition (1953) in good condition with slight fading to front cover, no d/w £10.00+£2.50p&p. Die Jungfrau-Region und ihre Bahnen : R.R.Rossberg. VG condition, card covers, Ger.text. £7.00+£1.00p&p. Schweizer Bahnen Heute : Georg Wagner, as new condition Ger.text. £12.00+£3.15p&p. Other books on

## Branch Life

**Do you live** within travelling distance from Kings Cross Station? Are you free on the second Wednesday evening of the month? If you can say yes to both these questions then have you been along to the monthly meeting of London Branch recently? Indeed, have you ever been to a meeting?

If you have never been perhaps you wonder what we get up to. We meet monthly with a pre-arranged programme, details of which you can always find in the front of Swiss Express. The organisers try to get a balance through the year of a number of lectures with supporting slides and members' slide shows on specific topics. Recently we had lectures on the Wagon Lits Company and 'Switzerland from another perspective' and members' slides on Standard Gauge Railways in South East Switzerland and Cable Worked Transport.

We meet in the headquarters of the Model Railway Club, beginning at 7pm and aiming to finish by 9pm to allow people to catch trains at sensible times. We are usually around 30 members, both ladies and gentlemen. There is always time for a chat to swap news, views and plans, either before the meeting or at half time when we break for refreshments. And the cost: all we ask is a mere £1 to cover the cost of hiring the room.

So if you have not been before, or not for some time, do come along, you will be most welcome - 'uf widersā'!

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