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Several double-deck DS-Bt control trailers have been experimentally fitted with a dot-matrix display displacing two roller blind indicators.

Correction

The historic tractor mentioned in the last issue is actually Te^{II} No.221, built as Ee2/2 No.16001 by SLM/SAAS in 1927 and numbered Te 51 from 1930 to 1956.

The 150 Years of Swiss Railways will be celebrated in 1997, not 1991!

STEAM NEWS

It is still possible to have a run behind steam locomotives in 1991 if you are quick:-

Daily until mid-October (weather permitting) Brienz-Rothorn

29/30 September

Blonay-Chamby

6 October

Bauma-Hinwil

Bern Weissenbühl-Interlaken Ost,BLS

Flammatt-Gummenen,Sensetalbahn

12/13 October

St.Sulpice-Travers

13 October

Landquart-Disentis,RhB

19/20 October

Brig-Stalden,BVZ

20 October

Bauma-Hinwil

Waldenburgbahn

Trouble on the S-Bahn

On 16th April 1991, shortly before 20:30, S-Bahn train 18985 on route S9, formed of two coupled RBe4/4 push-pull units, was brought to a stand in the Hirschengraben tunnel (track 161) between Zurich Hbf and Zurich Stadelhofen by the operation of the emergency brake by a passenger, due to a fire on the train. The train crew tried, unsuccessfully, to uncouple the two sets and evacuation of the passengers on foot to Zurich Hbf and Stadelhofen stations was necessary.

The driver of train 18584 (route S5), travelling in the opposite direction on track 261 saw the fire and, alerted by the three red lights displayed as an emergency signal on the affected train, stopped his train short of the obstruction.

Although communication was initially possible between the driver of the stricken train and the control room, after about ten minutes the telephone cable was cut through by the fire.

As well as the Zurich fire service, both Zurich and Rapperswil Fire & Rescue trains (Losch und Rettungszug - LRZ) were summoned. The Zurich LRZ entered the tunnel at 21:00, but that from Rapperswil was detained at Zurich Tiefenbrunnen awaiting traction not dependant on the overhead power supply. Eventually a Tm^{III} was provided and the second LRZ entered the tunnel at 23:25.

At about 00:05 hours the partly burned out train was towed into track 23 of Zurich Museumstrasse station. For the remainder of the night and all of 17 April, the Hirschengraben tunnel was closed, only being reopened at 0.4:00 on 18 April.

No-one was killed in the fire, but 58 persons were treated in hospital. The affected push-pull set was formed of Dt No.92-33 945 (smoke damage), EW-I B No.20-33 654 (fire and smoke damage), EW-II A No.18-33 611 (burned out), EWI B No.20-33 735 (burned out), EWI B No.20-33 704 and RBe4/4 No.1413 (cab II burned out).

One factor receiving much attention is the operation of the emergency brake. Once activated by a passenger, it is not at present possible for the driver to override it in order to bring the train to a better stopping point. In this instance it would have been preferable for the train to have run to Stadelhofen, where the passengers could have been



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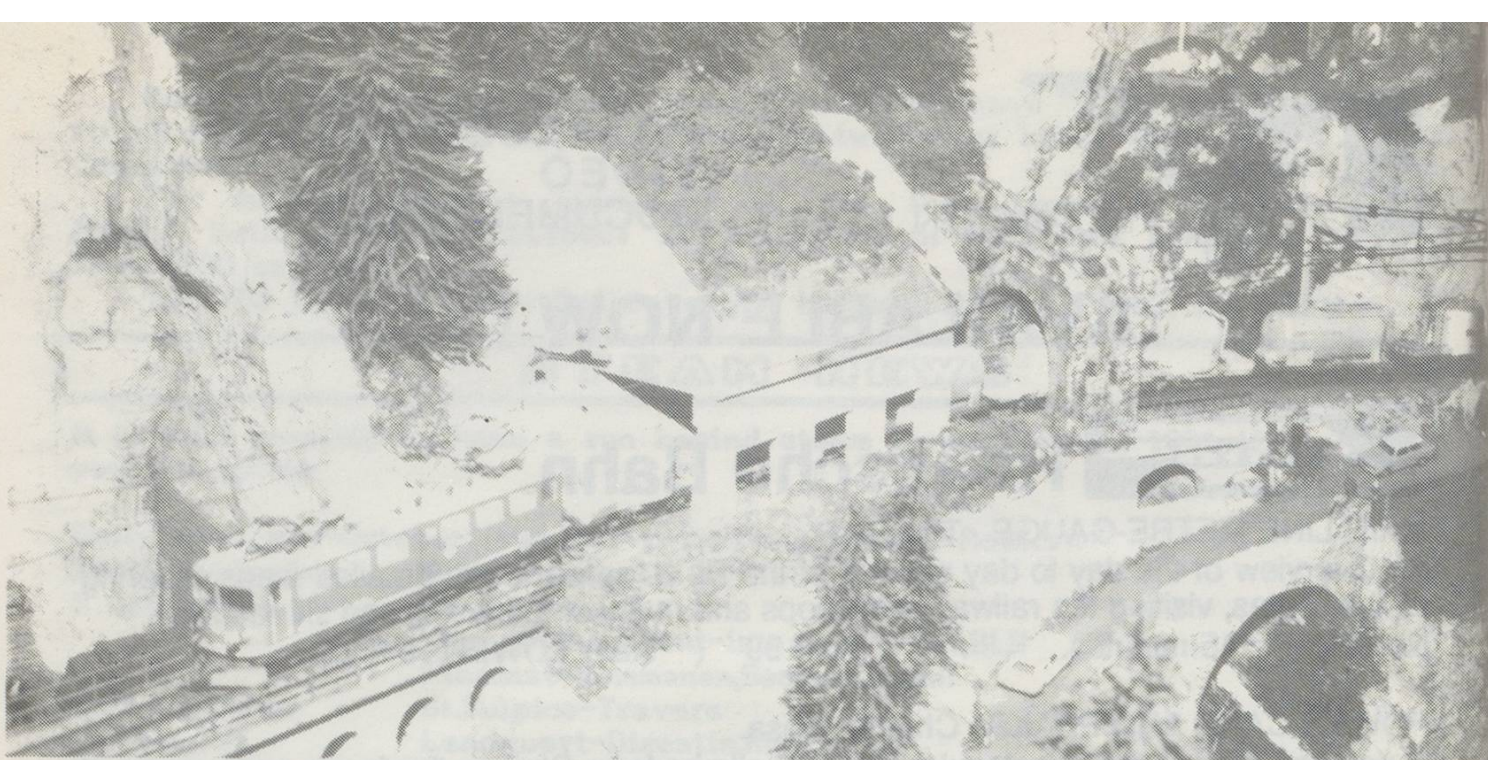
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RbB Ge4/4^{rr} heads a train of cement silos through a snow shed on Mike Polglaze's "Via Mala" HOm layout.

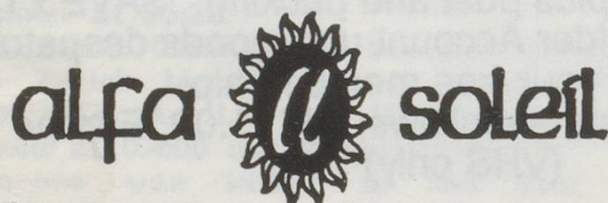
Photo C.J.Freezer

detrained much more rapidly. It is intended to fit, experimentally, a double-deck set with an override for the emergency brake.

EC2/3 "Rembrandt" - Chur-Amsterdam

This service was previously operated with DB rolling stock, normally six B/WR/three A. However, the train is now made up of the new SBB air conditioned EuroCity coaches, with a DB restaurant car hired by the SBB. The normal formation is four A/WR/five B, plus three DB Bs and 2 SBB Bpms, these last being detached at Emmerich.

The new Swiss coaches mark an encouraging return to sanity, with normal seating in facing bays alongside windows in place of the airline type seating which has come into vogue on BR and DB in recent years, due no doubt to a marketing whizz kids belief that people patronise airlines because of the seating. The decor is plain, but restful, there are doors between the smoking and non-smoking sections and the ride is smooth and comfortable in both second and first class.



Hotel-Restaurant Alfa-Soleil
CH-3718 Kandersteg

Propr.: Fam.P.Seiler-Schwiter
Telefon 033/75 1717 or 75 1718
Telex: 922165

Agnes and Peter Seiler Welcome members of the Swiss Railways Society to the Hotel Alfa-Soleil. Well known to many members for its economical tariffs and good food. Some rooms with railway view. Only 5 minutes walk from the railway station. Amenities include: indoor swimming pool, garden and gourmet restaurant and bar.

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