

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 4 (1994-1996)
Heft: 1

Rubrik: Notepad

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Notepad

Swiss Federal Railways (SBB)

Because of increased financial pressures, the SBB is switching its resources to measures to improve existing line capacity. In November 1993 it ordered 58 double-deck IC 2000 coaches from Schindler (see page 11 on for further details and drawings). It is planned to extend this fleet to some 400 vehicles in the next ten years. The SBB is also exploring the possibility of introducing, over the same period, a fleet of 45 high speed active tilting trains for internal services based on the *Pendolino*. This will be in addition to the seven 9-coach Class 470 *Pendolino* sets ordered by the consortium of the SBB, BLS and FS for international services from Milano to Genève and Basel via Bern. The operating company for these trains is to be known as *Pendo AG*.

Further upheaval is likely in the run-up to the renewal of the SBB mandate on 1 January 1995. Operating divisions are to be organised into profit centres and operations are to be separated from infrastructure. It is not without significance that the new Director General of the SBB was formerly Deputy Director, Finance in the Swiss Federal transport department.

The Re 460 on loan to Norway, Re 460 055, has been named *Lillehammer* after the host town of the 1994 Winter Olympics.

From the start of 1994 two Re 460s will be on a six month loan to the NSB.

Yverdon will be the main overhaul works for the class Re460.

Ae4/7 10950 was released from Zürich Works on 11 November after an R2 overhaul. The last Ae4/7 to be overhauled will be 10949 in the middle of January.

The TGV unit which was named *Valais* at Sion (*Swiss Express* 3/12) is TGV unit 116. This is not the unit now transferred to the SBB, which is TGV 112 *Lausanne*. The Re 460 named *Val d'Annivers* at Sion was No.460 005.

The SBB can now form a complete refurbished EMU with RBe 540 power, the formation being RBe 540/AB EW II/B EW I/Bt EW I, to become a complete *Ersatz Kolibri*. The first conversion of a EW I ABt (82-33 979) has been

undertaken at Winterthur. They are intended for service from Lausanne and Biel depots. An Re4/4^{II} can substitute for the RBe 540 motor coach.

A suggested alternative to the closure of the Solothurn-Lyss line is to operate it as a Balsthal - Solothurn - Lyss service using the Oensingen-Balsthal Bahn railcars (ex. BLS ABDe4/8).

Postal train 92781 14.15 Mülligen - Thalwil - Zug conveys, in addition to around ten axles of Postwagen, six EW-I coaches which have been used to strengthen train 6820 to Zürich-Altstetten in the morning, and which are needed at Zug for the evening train 6865.

During the closure of the Simplon pass road (due to bad weather on 24 September), a car transporter service, for vehicles up to 3.5 tons, ran once again from 6 October between Gampel-Steg and Domodossola. The service ran twice daily, using a BLS reserve set of 2-axle wagons. From 13 October, loading at Brig was possible and the service was cut back to and from Brig. Departures from Brig were at (about) 07.10, 10.40 (Sat & Sun only) & 17.05; from Domodossola 09.00, 15.34 (Sat & Sun) & 18.45.

With the introduction of the *Piggyback Corridor* over the Gotthard, longer trains of up to 2000 tons are operating. Two locomotives are used at the head of the train, with a third formed in the train, running through between Dottikon and Chiasso. From 1994, 44 trains per day are anticipated, with another 14 using the Lötschberg/Simplon route once it is cleared.

It is planned to re-open the line, closed since 1928, between Mendrisio and Stabio, together with the long-dismantled FS Stabio - Castellanza line, to relieve the over-used road border crossing to Varese. Before anyone gets too enthusiastic about travelling over another international route, it should be noted that the Lombardy Regional Authority has, for a decade, approved contributions for this purpose, but no work has been approved.

Research into derailments involving *Rolling Road* low-floor wagons in Austria led to the unusual sight of Re 6/6 11632 *Däniken* at Klaus, on the Pyhrnbahn in Austria. (Between Linz & Selzthal)

The fourth series of RBDe 4/4 NPZ units

will have a slightly different design around the cabs. Similarly to the RBe 4/4 railcars, the cab sides will be blue instead of grey. Delivery of the first of the series was expected at the end of November 1993.

Since last May, the number of powered axles permitted in a multiple-unit formation is 14, instead of the previous 12. This allows 2 x Re4/4^{II} + Re6/6 combinations to operate.

The Aarau heating loco, ex-Ae3/6^{II} 10424, was moved to Thun at the beginning of October, where it is serving as a power supply for a temporary buffet, a WR Ls.

Radio control tests have been carried out between Rivera and Lavorgo with Re 460s at the head, middle and end of a train of 30 low-floor wagons and 2 auxiliary coaches. The train, totalling 260 axles, was 675m long.

The formation of the EC *Iris* now includes an SNCB Vru restaurant car (ex-SNCF), which is fitted with a diesel engine to provide power. It has happened that, shortly before departure time from Zürich Hbf, the fuel tank has been found to be empty, resulting in the loco, 1st class coaches and restaurant car having to shunt through the station approaches to the depot fuel point. After fuelling and returning to the station, the train was about 10 minutes late starting.

The plan to withdraw the Zürich section of the Talgo *Pablo Casals* sleeper train because of poor patronage has been averted by inserting first- and second-class seating units in the make-up. Winter services are thrice weekly and daily in summer.

Am4/4 No.18462, ex DB 220.014, is to be broken up.

With the introduction of many more "driver only" local trains, the present 2700 train staff is expected to be reduced to 640 by the end of 1996.

The two locomotives involved in the collision at Ebikon on 1 October 1993 were Re6/6 11610 and one of the old Ee3/3 16320, which has been written off.

Türgi station is to be rebuilt. Will the plinthed narrow gauge loco *Molly* be an interesting feature of the new layout?

Re6/6 11633 was damaged in collision with a derailed goods wagon in Rothrist station on 21 September 1993.

Bern-Lötschberg-Simplon Group (BLS)

At the beginning of October, the first of four new shunting tractors, designated Tea 245.021-024, was delivered. The tractors have GTO Thyristor control for when working from the overhead supply, but can also operate from batteries, charged by a diesel engine. Power is 440 kW and maximum speed 80 km/h. The allocations are as follows

245.021-1	Simmentalbahn (SEZ), Zweisimmen
245.022-9	Gümbetal-Bern-Schwarzenburg (GBS) Weissenbühl
245.023-7	Bern-Neuenburg (BN) Bumplitz Nord
245.024-5	Gümbetal-Bern-Schwarzenburg (GBS)

The lead contractor is Stadler with electrical gear by ABB and remote control processor by Krauss-Maffei, München.

The BLS suffered an operating loss of SFr. 6 million in 1993 and expects the same for 1994 because of a drop of 17% in freight and 2% in passenger revenues. The recession and road competition is blamed. However SFr.160 million will be invested in the inter-modal rolling highway (ROLA) and the first deliveries are expected toward the end of the year of eight Class 465 locomotives from SLM.

However, according to the January issue of both *Modern Railways* and *Railway Gazette International*, the response to restrictions on 40 tonne lorries negotiated with the European Union by the Swiss Federal Government has proved so poor that the EU is again trying to obtain an unrestricted road corridor through Switzerland. A consequence of this was that in October 1993 the Federal Government froze the SFr.158 million grant for enlarging clearances on the BLS for ROLA traffic.

New tractors Tm 79 and 80 entered service in August and September 1993, three months ahead of schedule.

The local timetable for 1994/5 will see regular interval hourly driver-only trains at xx:04 hours from Spiez and xx:33 hours from Interlaken Ost. When the motorway gap at Leisengen is closed in 1995, buses will replace local trains.

On 9 November 1993, a military lorry left the road between Ringoldingen and Därstetten. Shortly after ABDe4/8 755 + Bt 990 collided with it, fortunately without injury to passengers or crew. The resulting fire burned out 755 and half of 990.

Private Standard Gauge

Chemins de fer du Jura (CJ)

BDe4/4 No.91 and BT No.91 of 1955 have been bought from the Sihlthal-Zürich-Uetliberg-Bahn for the Porrentruy to Bonfol standard gauge branch.

Emmenthal-Burgdorf-Thun (EBT)

The first refurbished 1973 unit, RDe 566 224 has been turned out in a livery derived from that applied to *Colani Loks* Re456 142/3.

Chemins de Fer Fribourgeoise (GFM)

To celebrate the 125th anniversary of the Bulle-Romont line, a four car GFM EMU operated a return trip from Neuchâtel to Bulle via Ins - Murten - Fribourg.

Mittel-Thurgau-Bahn (MThB)

To cover the MThB trains being refurbished by Schindler AG, SBB *Chiquita* No.2004 is being resurrected in a three-car formation (RABDe8/12) for service between Wiefelden and Konstanz. It will operate on spring week-day afternoons. The missing coach is B 3004.

Oensingen-Balsthal Bahn (OeBB)

A special journey with the OeBB *Red Arrow* will take place on Sunday 24 April 1994. Starting at Balsthal at 10:15, it will make a circular tour to Schaffhausen where it will stop from about 13:00 to 16:00. The fare will be SFr.100 and bookings can be made by phone, (062) 71 17 01 or fax, (062) 71 17 30.

Chemin de fer Régional du Val-de-Travers (RVT)

This railway applied computerised numbers to its stock in July 1993. One modification to the list in *Swiss Express* 3/10 is that Be4/4 No.1 has been renumbered Be 471 301. A new tractor, Tm 237 312, has been acquired.

ABDe 537 312 (ex.102) worked a special to the Vapeur Val-de-Travers (VVT) depot at St.Sulpice on 20 November. "Normal" passenger services on this branch are steam hauled.

Sensetalbahn (STB)

Be4/4 No. 107 (until 1964 SOB No.7) has been scrapped at Hasle-Ruegsau.

Stadler has supplied a tractor, 238.114, of a type similar to BLS Tm 95-8

Südostbahn (SOB)

Am4/4 846.461-2 has had a chequered career. Built in 1964 by Krupp as a demonstrator for export orders, after trials in 1965, she saw service at Soest and Hamm carrying the DB number 201.001 and was sold in 1971 to the Westfälische Landesbahnen where it received a higher cab and was numbered DE 0901. In 1981 it was sold on to the Deutsche Eisenbahngesellschaft and was rented to the Teutoburger Wald Eisenbahn with the number VE 151 and, after being in reserve on the Farge-Versacker-Eisenbahn, then on the Mainischen Feldbahnen she eventually arrived at Samstagen on the SOB where she underwent a major overhaul.

The four NPZ sets ordered from Schindler for the 1995 timetable will be formed RDe4/4+ABt.

Metre Gauge Matters

Appenzeller Bahnen (AB)

Work on the new Ge4/4 for freight traffic on the Appenzeller Bahnen is well advanced in the Stadler works at Büssingen.

Aigle-Leysin (AL)

New unit BDeh4/4 305+Bt 355 entered service on 30 September. It is similar to the 1987 units 303 and 304.

Aigle-Sépey-Diablerets (ASD)

Brünig *Aussichtswagen* By884 has been sold to the ASD.

Blonay-Chamby (BC)

Last September the BC received B7 of the Nyon-St.Cergue-Morez (NStCM), one of the 1910 built coaches for the French "section".

Brünig *Aussichtswagen* 881 and 884 ran on the Blonay-Chamby from June to 14 August 1993.

Brig-Visp-Zermatt (BVZ)

The appearance of HG2/3 No.7 *Breithorn* in service (*Swiss Express* 3/12) is relatively easy to explain. Being the BVZ's only self-propelled rack fitted locomotive, it is required for works traffic when the current is cut off and when, as occurred this autumn, the FO rack diesel locomotives HGM4/4 61 and 62 were not available. Track clearance was necessary after the flood.

The BVZ has borrowed a 6-car Brünig line rake (4 x AB and 2 x B LS) for the winter season. They are required for Saturday relief services, the scheduled passenger workings being 08:50/12:50/16:50 from Zermatt and 10:39/14:39 from Brig.

Gornergrat-Bahn (GGB)

The new units from the SLM are numbered Bhe4/8 3051-54.

This line is covered in the feature article in the January *Eisenbahn Amateur*, which includes line drawings of both old and new stock as well as the usual array of both black and white and colour photographs. Even the shakiest knowledge of German is more than adequate here.

Luzern-Stans-Engleberg (LSE)

Deh4/6 No.122 (ex-SBB 907) is being rebuilt to De4/4 and equipped for push-pull working by Stadler.

Montreux-Oberland-Bernoise (MOB)

Further to the article on the *Crystal Panoramic Express* in the December 1993 *Swiss Express*, the spare locomotive for this service is GDe4/4 6001.

Rhätische Bahn (RhB)

It can now be confirmed that the Chur - Arosa line will be diverted entirely from the streets of the city by tunnelling under the Mittenberg and curving over the SBB and RhB lines to Landquart to join the RhB to the north of the rebuilt Chur station. Among other benefits, this will enable trains to run from Brig to Arosa without reversal, allowing yet another through destination for the *Glacier Express*.

The first Ge4/4^{III} No.641 *Maiefeld*, was delivered on 14 December 1993.

The double track Hinterrhein Bridge at Thusis was in use from 8 October.

The *Stiva Rhetica* coach described in the December 1993 *Swiss Express* (formerly A1208) also carries *Calanda Land* branding, presumably this well known Graubünden brewery is sponsoring this venture.

The Calanda brewery have established a depot at Scuol which is supplied by rail from Domat-Ems.

Waldenburgerbahn (WB)

Old trailers have been found new uses. 49

is in a school grounds at Bübendorf, 50 is a travel office at Waldenburg and 51 joins 43 as the bar car on the steam-hauled train.

Tram Topics

COBRA low-floor trams

Schindler/SIG/ABB are ready for series production after the completion of 10,000 km test running by the prototype.

Transports Publics Genevois (TPG)

The Association Genevoise du Musée des Tramways (AMGT) group marked the 20th anniversary of the restoration of their first tram, Be4/4 No.67 with a parade on 20 November between Carouge and Plain Palais. This included Be4/4 67+Bi 363, the group's other tram Be4/4 729+B 308 and two motor/trailer pairs Be4/4 315+B721 and Be4/4 991+B308. On 21 November the preserved trams provided a public service over the whole of route 12 from Moillesulaz to Bachet.

The parade on 20 November marked the end of standard bogie cars in Genève; the last four pairs, retained as cover for the 46 low floor cars, but no longer needed, have been sold to Sibiu in Roumania. The procession was also the last service to use the turning circle in the Rue de Saussure, which has been removed following the laying of the first rails for the new route 13 to Cornavin.

Verkehrsbetrieb der Stadt Zürich (VBZ)

Zürich trams Be4/4 1383/88/90 of 1947 vintage have been scrapped.

At a cost of SFr.9 million, the VBZ is to have two simulators for training tram drivers.

Städtische Verkehrsbetrieb Bern (SVB)

15 low-floor trams are to be ordered to replace the remaining Swiss standard sets by the end of 1997. Some trailers may be kept for use on route 9.

Steam Notes

Eurovapor

The following special trains have been advertised for 1944:

- 13 May Zürich - Basel, then various visits in France over a 3-day period. Departs Zürich with 141R 1244.
- 29 May Zürich to Schruns (Austria) with Ae4/7; 23.058 in Austria.
- 26 June *Furka Express* with Ae3/6^{II} Basel - Erstfeld;

Ae8/14 Erstfeld - Göschenen;
Furka-Oberalp to Realp and Dampfbahn-
Furka-Bergstrecke steam to Furka
and return.

- 24 July Basel - Lausanne with 141R 1244, using
different routes for the outward and
return legs.
- 7 August Basel - Konstanz with Ae3/6II; return
with 01.137
- 4 Sept. Basel - Brugg with 01.137
Brugg - Winterthur - Bauma with 141R 1244
Bauma - Weitzikon - Bauma with two
Dampfbahn-Verein Zürcher Oberland
(DVZO) steam locomotives
Bauma - Rapperswil - Zürich (Engel) - Brugg
with 01.137 + 141R 1244
Brugg - Basel with 01.137

Phone: (061) 821 15 84, Fax (061) 821 16 34

Dampfbahn-Furka-Bergstrecke (DFB)

HG3/4 No.2 has been named *Gletschhorn*.

For the record, the line from Realp to
Tiefenbach opened on 31 July 1992.

An unreported acquisition is RhB Tm2/2
No.68, for a long time the pilot at Grösch.

La Traction SA

This society, which has a depot at Prè-
Pettitjean near the Chemins de fer du Jura
(CJ), has bought Portugese Mallet G2/3+3/3
No.E206 and has had it overhauled at Mein-
ningen in eastern Germany. It was steamed on
the CJ in September 1993 and is expected to
operate during 1994 on the first weekends in
the months May to October. Extra journeys will
be announced locally.

The address of the society is:

La Traction SA, 24 Avenue de la Gare,
CH2800, Delémont, Switzerland.

General

ACMV Vevey

This famous railway builder's name has
fallen to a take-over of its railway manufactur-
ing business by the Royal Begemann Group of
the Netherlands. It will in future be known as
Vevey Technologies.

Cross-border

The cross border section of railway along-
side Lac Léman between Evian and
St.Gingolph is being brought up to a standard
sufficient to carry tourist rail traffic at speeds
between 30 and 60 km/h. The work mainly of

re-ballasting and welding rail joints is being
partly funded by the European Union, the
balance being found by the Cantons and
Communities through which the line passes.

Industrial Railway

The Georg Fischer metre gauge system at
Schauffhausen, last survival of the Schaufhaus-
sen tramway, was closed in August 1993
following the decline in the steel industry.
Diesel worked since 1980, one of the electric
locomotives, centre cab No.75, survives in
service on the Blonay - Chamby railway.

Light Rail and Modern Tramway

The December issue of this magazine
contained the first of a series of three articles
on the western metre gauge feeders, the
Lausanne-Echallens-Bercher (LEB), Bière-
Apples-Morges (BAM) and Nyon-St.Cergue-
Morez (NStCM). The LEB was the first to be
featured; the article was most interesting with
plenty of detail.

Route Mileage

The latest data about route "mileage" of
Swiss railways, excluding foreign railways in
Switzerland (43.8 km) and Swiss railways
outside Switzerland (25.3 km) are:

SBB	2972.3
Private	2031.7
Total	5004

This excludes 96.6 km of wholly rack railways
and 57.3 km of funiculars.

SLM

The new steam rack locomotive for the
Austrian Schafbergbahn went on trial in the
Schneebergbahn in June 1993 and in August
1993 went into service carrying the number
999.201.

The company is designing a 1-E-1 (2-10-
0T) with oil firing and equipped for one-man
operation to run on all gauges from 750mm to
standard gauge.

SSG Speisewagen

The SBB is withdrawing its payments for
covering operating deficits and by 1996 the
SSG must be self-supporting. Will this mean
fewer services and higher prices and will
McDonalds be waiting in the wings?