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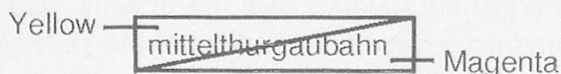
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Notes and News

by Stephen Barnes

I received my copy of *Schweizer Eisenbahn Revue* this morning and on the front cover was a photo of one of the new NPZ style driving trailers for the Mittel-Thurgau-Bahn (MThB). It is in a striking livery! Basically white (or very pale grey), with very dark grey doors, roof and skirt. The contrast is provided by magenta and yellow, magenta stripe above the skirt and as a series of dashes at roof level, yellow and magenta diagonally across the front and as a background to the railway name on the sides as shown below.



The words *Kennt Keine Grenzen* are also carried, which given the nature of the MThB's new role from 29 May, operating the Konstanz - Engen(D) regional trains, I would translate as *Knows no borders*. The MThB is due to receive six *steuerwagen* and four *triebwagen*. The running number 29-33 211-6 was on the *steuerwagen* illustrated.

The early part of this year seems to have brought a number of unfortunate accidents on the SBB. The petrol train fire on 8 March at Zürich Affoltern made the German satellite news but is reported fully in SER 4/94.

The train was from Birsfelden Hafen to Häggenschwil and consisted of a Re6/6 plus twenty bogie tank wagons. The accident occurred at 08:10. The fire destroyed three neighbouring houses and badly damaged a fourth, 19 cars and two caravans were also destroyed. 120 residents, a shopping centre and a kindergarten were evacuated; the main fear was of explosion from the petrol vapour. 500 firemen, police and emergency personnel were on hand. Petrol contaminated water courses and some 2000 cubic metres of soil. The total costs are put at SFr.30 million.

The line remained closed until 16 March and in the meantime the S6 service was operated from Zürich Tiefenbrunnen via Killwangen-Spreitenbach to Regensdorf-Watt

before reversing to return to Baden. This used the freight-only link from Killwangen for Zürich Limmattal marshalling yard to Würenlos, which is not shown on the official SBB map. A shuttle bus service provided connections eastward to Oerlikon. The possible cause of the accident was a damaged wheel or axle.

On Monday 21 March and 14:25 a Brig - Romanshorn Schnellzug collided with the counterweight of a PW crane at Däniken which was swung foul of tracks as the train passed. Three EWI carriages were ripped open at window level, killing seven passengers and badly injuring a further 20. The Olten-Aarau section of line was closed until 17:23, EC and IC trains were diverted via Suhr and Zofingen.

Coincidentally, just under a month earlier the signalling at Däniken failed for two hours and IC trains were diverted over the same Suhr - Zofingen route. This single track byway is normally served by Olten allocated 2-car NPZ formations.

All the above was taken from *Schweizer Eisenbahn Revue* 4/94.

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