

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 5 (1997-1999)  
**Heft:** 7

**Rubrik:** Notepad

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## **Schweizerische Bundesbahnen (SBB)**

Ae6/6 can still be found on passenger work, although very infrequently. Scheduled express workings reported are trains 441 (07 26 Sargans - Buchs) and 1549 (23 10 Lausanne - Biel). On Sunday 21st June, 'Canton' 11403 *Schwyz*, still in green livery, was used on train EC 255 (17 11 Basel - Milano Centrale) as far as Luzern; arrival would have been on time if it hadn't been delayed by late departures over the single line.

Ae6/6 11401 & 11402, which had been relegated to minor duties at Rorschach, are now back in regular service and based at Zurich.

Reconstruction of the tunnels outside Luzern to take double deck stock has meant the singling of the station approach from the south portal of the Gütsch tunnel. As a result, the Kursbuch includes a note indicating that connections at Luzern are not guaranteed! Timekeeping in the area has inevitably become erratic.

The new alignment for the Seetalbahn, avoiding the reversal at Emmenbrücke, opened with the timetable change on May 24th. 4.7 kilometres long from the junction at Hübeli near Littau Dorf to Waldibrücke, with a 620m tunnel under the Hüslen, it replaces the old roadside line through the halts at Emmen and Emmenfeld. While 7 minutes has been saved on the journey time between Luzern and Hochdorf, the decision to maintain the same timings north of Beinwil and at Luzern mean that Seetal trains are booked to lose all these savings at the first crossing point at Hochdorf. The old line remains in place to serve factories and Emmen airfield from the Waldibrücke end; the link at Emmenbrücke had disappeared by 21st June. Contrasting signalling can be found on the line, from the latest Elektra pattern from Alcatel on the new link to decaying semaphores at the unmanned station at Mosen south of Beinwil.

The policy for strengthening sets seems to be to include a driving trailer in variable length groups of coaches. This leads to some unusual sights, with single deck Mk IV vehicles at the front of a double deck set. First class passengers are advised that this formation means a long walk at Interlaken Ost on a Sunday afternoon to reach their seats!

The most peculiar sight observed, seen at Basel on a weekday afternoon, was a set of green Mk II coaches coupled to a IC double deck driving trailer.

Passenger services returned to the old Hauenstein line between Sissach and Olten on May 24th.

Solothurn main line station is being rebuilt.

Platforms are being installed at Frauenfeld; Gleis 1, which used have its number painted on the boarding across the track, has been abolished.

Work has started on the third track between Genève and Coppet

## **PRIVATE RAILWAYS**

### **Standard Gauge**

#### **Bremgarten-Dietikon-Bahn (BD)**

#### **Wohlen-Meisterschwanden-Bahn (WM)**

Standard gauge shunters Em2/2 101 & 102 have been withdrawn. It is believed that both have passed to industrial users; 101 being in the Zürich area whilst 102 is reported as being at Felsberg. On 29th June the two remaining shunters Em4/4 151 (WM) and Em2/2 103 (BD) were working at Bremgarten West (BD) and Villmergen (WM) respectively.

#### **BLS Lötschbergbahn (BLS)**

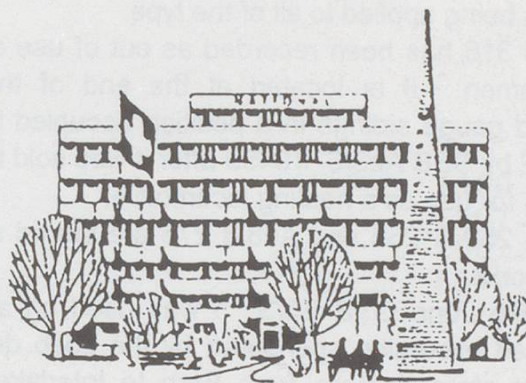
During the night of 14th/15th May an old wooden shed at the BLS depot site at Spiez suffered a fire with resultant damage estimated at three to four million francs. As well as the shed, which was completely destroyed, Ae8/8 locomotives 271 & 272 suffered severe and probably fatal fire damage. (Confirmed as beyond repair, Ed.) Also lost was a large quantity of spares for Re4/4 and Re465 locomotives. The fire was brought under control by 40 members of the military services in Spiez and the BLS fire tender. The cause of the fire has been identified as electrical in origin due to arcing caused by an isolation defect at the electric supply building. (Owned by the Bern Electricity Company NOT the BLS). During the fire freight traffic between Thun and Spiez was interrupted for about three hours.

Re4/4 165 has been noted as having lost its metal numbers and letters in favour of transfers,

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whilst Ee3/3 401 and Eem3/3 402 have had their names painted out. BN, GBS and SEZ branded RBDe4/4 railcars are now receiving the BLS logo and lettering as well as Bern S-Bahn branding which is being applied to all of the type.

Ce4/4 316 has been recorded as out of use at Zweisimmen. It is located at the end of the standard gauge sidings in a position occupied in 1991-92 by SBB Ae3/6<sup>II</sup> 10459 after it was sold to the BLS for use as a heating locomotive.

Ae4/4 252 & 258 and Ae8/8 275 are stored at Spiez works.

On 28th June GTB E3/3 3 was used on an advertised excursion sponsored by the Loeb department store in Bern from Bern to Interlaken West. The fare was CHF10!

#### **Bodensee Toggenburg (BT)**

Be4/4 11 was taken out of normal service at the end of May, being retained as a historic locomotive.

In a joint venture with the MThB, a 71 series Pendelzug set is used on two return express workings between Herisau and Schaffhausen via Romanshorn between the peak periods.

*Above:* BLS Re4/4 165 at Zweisimmen the 26/6/98 with 'painted numbers' see Notepad BLS

Photo: Peter Bowen

#### **Mittel-Thurgau-Bahn (MThB)**

The MThB has now taken over operation of the "Seeline" from Romanshorn to Schaffhausen, but because the new GTW electric units have not yet arrived it has hired 6 RBe 540 units from the SBB to operate the service, with express workings provided by a BT set. Significant investment is being put into the line. All stations now carry MThB branding and many are having their platforms replaced. A half hourly service operates throughout the day between Romanshorn & Kreuzlingen, which is extended hourly to Schaffhausen.

The GTW Bm2/6 diesel units are operating the Radolfzell to Stockach service in Germany. On 27th June Bm 596.671 was in service and the other two units were stabled in sidings at Radolfzell.

MThB units are used on the new through service from Rorschach to Engen via Konstanz.

The MThB has also hired SOB BDe4/4 80 (and Abt) for use on its main line from Wil to Konstanz.

# GREAT LITTLE TRAINS

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## *Switzerland.*

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CFF Ae 4/6 10810.	green.	
SBB Ae 6/6 11412	ZURICH, green, weathered	£360.30p
CFF Ae 6/6 11422	VAUD, red, weathered	£360.30p
SBB Ae 6/6 11418	ST.GALLEN, red, chrome lettering	£360.30p
BLS Be 6/8 201 - 204,	brown.	
BLS Ae 6/8 205 - 208,	brown.	
SBB Ae 3/6 <sup>3</sup> 10265,	brown	£334.00p
SBB Ae 3/6 <sup>3</sup> 10264,	brown.	
SBB Ae 3/6 <sup>3</sup> 10262,	green	£334.00p
SBB Ae 3/6 <sup>3</sup> 10268,	green.	
SBB Be 4/7 12502,	brown.	
SBB Be 4/7 12504,	brown.	
SBB Be 4/7 12506,	green.	
SBB Be 4/7 12505,	green.	
SBB Bm 6/6 18509,	brown.	
SBB Bm 6/6 18507,	red.	
SBB Eb 3/5 5819,	grey.	
SBB Eb 3/5 5815,	black.	
MThB Eb 3/5 5810,	black.	

### Germany.

DRG BR 45 012,	black, weathered	£460.30p
DRG BR 06 001,	black	£567.70p
DRG BR 06 002,	black	£567.70p
DRG BR 06 001,	green	£567.70p
K.W.St.E Gattung C,	green.	
K.W.St.E Gattung C,	grey.	
DRG BR 18 (ex.Wurtt.),	black.	

### France.

SNCF 141 P 17,	green.
SNCF 141 P 184,	black.

There is a qualification to the prices indicated.

Please ask for further information.

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Left: BLS RBD4/4 738 at Spiez with S-Bahn banding on the 28/6/98. See Notepad item BLS

Photo: Peter Bowen

### Furka-Oberalp Bahn (FO)

The branch to the Gotthard tunnel access shaft at Sedrun is scheduled for completion in the autumn. The formation was visible on the ground by the end of June.

### Gornergratbahn (GGB)

To celebrate the centenary of the GGB, the steam locomotive "Johann Fuchs" has been plinthed at Zermatt (photograph in this issue). This locomotive, built by SLM in 1892 was used in the construction of the GGB from 1897 and remained in service as H11/3 8 until 1912. It has latterly been in the care of the Muse du transport de la Catalunya, Spain having previously been in service with the Ferrocarrils du Montserrat (FMGP) in Spain as their No.6.

### Lausanne-Echallens-Bercher (LEB)

BDe4/8 36 has been repainted in an overall advertising livery for Romande energie. The base colour is white with a red skirt. To celebrate the

125th anniversary of the LEB, BDe4/4 21 "Gros de Vaud" spent two weekends in the spring on the Aigle-Sepsey-Diablerets (ASD) in exchange for ASD BDe4/4 2 and B34 which worked between Lausanne and Bercher

### Luzern - Stans - Engelberg (LSE)

The Centenary branding for this line is a gold stripe with the inscription 'Die Bahn mit Zug Seit 100 Jahren'.

Celebrations included a Bahnhoffest at Stans over the weekend 12 / 13 June and four return steam trips

### Metre Gauge

#### Biel-Täuffelen-Ins-Bahn (BTI)

On 23rd June driving trailers 5011 and 5012 were noted coupled to the spare power unit 5008 whilst their regular power unit, 5001, was receiving attention at Täuffelen.

#### Bremgarten-Dietikon-Bahn (BD)

The "Party Wagon" BDe4/4 10 had an overhaul in January and February and has been repainted blue and white with BDB lettering.





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#### The History of the Gotthard Railway

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

With the introduction of the new timetable at the end of May, the new Be2/6 units are scheduled to operate morning and evening services Mondays to Fridays on the Blonay-Chamby line. The timetable shows one morning and one evening service between Montreux and Vevey, and one morning service between Vevey and Montreux. Although through working between Montreux and Vevey does take place it was noted in June that some of the scheduled through MOB trains did not run on the Blonay to Vevey section of the CEV, but instead terminated at Blonay and made a connection with CEV trains. The Be2/6 units also work the local Montroux - Les Avants service.

### **Rhätische Bahn (RhB)**

To accommodate Vereina Tunnel services, Landquart station is to be rebuilt with a new platform face (Track 5) between the RhB and SBB stations. The existing bridge across the Landquart river will be replaced on a new alignment serving all three platforms and the through line. A further improvement on the Davos line will see the installation of a loop at the existing block post between the Fuchsenwinkel tunnel and Furna halt, breaking up the section between Schiers and Jenaz.

The two restored Pullman cars have been turned out in the CIWL blue/cream Pullman livery with 'Golden Mountain Pullman Express' branding. A complementary fourgon has been created by repainting a 1930's 'heavyweight' D into Pullman livery.

Single arm pantographs are being fitted to the Ge4/4I and Ge6/6II groups; presumably the better pantographs will be used on historic locomotives 221, 391 and 411 - 415.

### **Post Telegraph (PTT)**

Metre gauge postal vans are now only operated on the AB, FO, MOB, RhB and LSE / Brünig Lines.

### **Rorschach-Heiden-Bahn (RHB)**

The acquired steam locomotive HG2/2 3 "Rosa" was new to Maschinenfabrik, Rüti in 1951. Its SLM build number is 4046. The locomotive is kept in the depot at Heiden, whilst the dilapidated stock shed at Rorschach has been replaced by a new secure structure.

## **Trams**

### **Basler Verkehrsbetriebe (BVB)**

The first low floor section for the 28 Be4/6 cars (659 - 686) of 1990 was delivered on 28th March. The BVB are investigating the replacement of their ageing Swiss Standard bogie cars and Düwag articulated cars with new low floor cars.

### **Baselland Transport (BLT)**

Vehicles in the 201 - 266 series are being refurbished with (lightly) upholstered seating

### **Transport Public Genevois (TPG)**

Route 16 finally took its planned route from Cornavin to Moillesuelaz on 28th March, with the opening of the link from Bel Air to Rue de Stand. Commemorative trams were run on the previous day.

## **Preservation**

### **CF Blonay Chamby (BC)**

For the 30th anniversary season services are now running all day Saturdays and Sundays. This allows the company to provide five journeys (three 'down' to Blonay, two 'up' to Chamby) for the 'Metro Riviera' service (at a SFr 5 supplement) of which the 10.15 from Blonay is the traditional morning steam service.

Maillet tank G2 x 2/2 105 has been returned to service; having worked the first service train in 1968, it has been laid aside unserviceable since the end of the 1969 season.

### **Classic Rail (CR)**

The Basel Dreispitz depot of this group, home to many Ae4/7s, can be seen from the Wolfgötersacker stop of the BLT (Lines 10 and 11), always provided you look on the opposite side to the BVB depot!

### **Dampf Bahn Bern (DBB)**

The plinthed locomotive at Schwarzenburg, Ed3/4 51 of the old Bern Schwarzenburg Bahn, has been removed for restoration to working order.

### **Verkehrshaus der Schweiz (VHS)**

Visitors to Luzern are advised that the old advice of catching a Wurzenbach-bound Route 2 trolleybus from the Bahnhof to the Verkehrshaus no longer applies! Luzern town routes were reorganised at the end of May and the Wurzenbach service is now maintained by trolleybus routes 6 or 8 from the Schönbühl area of the City.

# The History of the Gotthard Railway.

A 512 page English language - not translation - hardback book on the history of this fascinating area of Switzerland. Covering the period from 961 AD, starting with the life of Bishop Gotthard, up to the present day.

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The majority of this book covers all aspects of the Gotthardbahn company from construction up to the ultra-modern railway that exists today.

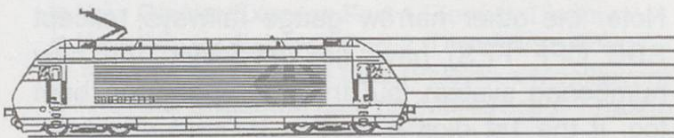
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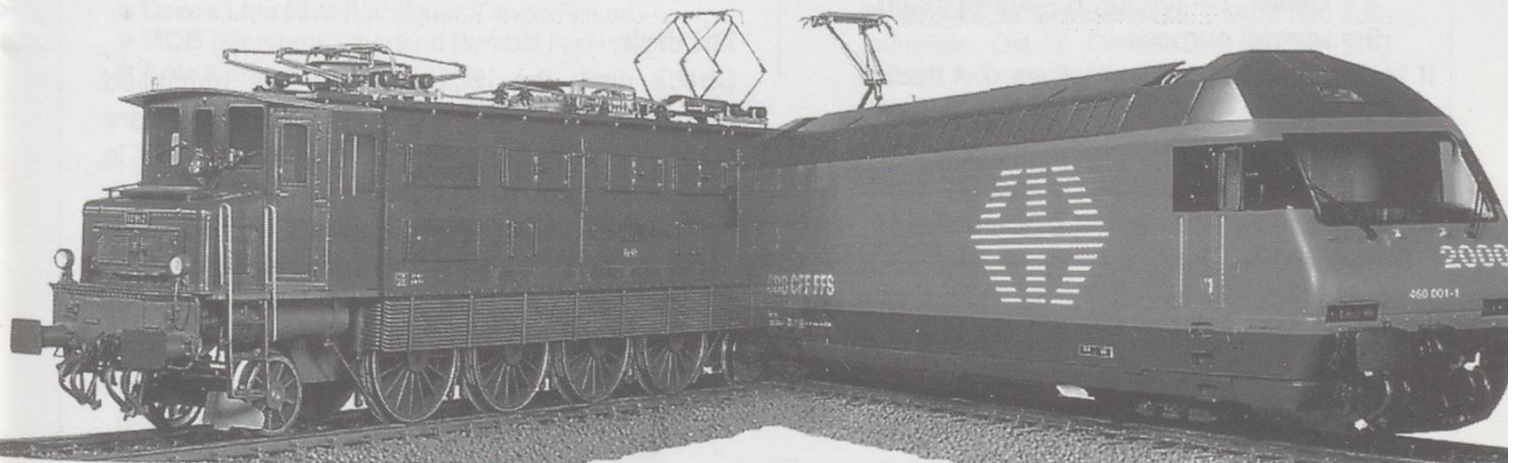
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# Locomotive numbering system of the Swiss railways

The Swiss railways have agreed to use a common numbering system for their locomotives and railcars.

These numbers look like German, Spanish, Czechian numbers: 000 000-0, the first group of three denotes the class, the next group of three is the serial number, and the last digit is the check digit, to check whether the number is correct.

The numbers can be extended to international numbers later, by adding a sequence such as 90 85 0 at the left.

A number of Swiss railways (mostly standard gauge, narrow gauge only SBB CFF FFS so far) have started to write new numbers on new or rebuilt locomotives and railcars. Old units are not yet renumbered, so there will still be several years until the new system is fully implemented, and both systems will coexist for some time.

## 1st digit

- 0: Museum locomotives, steam locomotives
- 1: Narrow gauge vehicles
- 2: Tractors (shunting locos under 500 kW0)
- 3: Electric locos with less than 4 powered axles
- 4: Electric locomotives with 4 powered axles
- 5: Railcars (EMUs, DMUs)
- 6: Electric loco with more than 4 powered axles
- 7: not yet in use
- 8: Diesel locomotives
- 9: Electric shunting locomotives

## 2nd digit

- If 1st digit = 0: 0 = steam, 1 = electric, 2 = railcar, 3 = Diesel, 7 = tractor, 8 = snowplough, 9 = special purpose
- If 1st digit = 1: 0-2 = locomotives, 7 = tractor, 8 = snowplough
- If 1st digit = 2: 0 = battery, 1 = electric, 2 = electric and Diesel, 4 = Diesel, 5 = electric and battery
- If 1st digit = 3-4 or 6: denotes locomotive generation
- If 1st digit = 5: 0 = long distance EMUs, 1 = short distance EMUs, 4-7: single power cars
- If 1st digit = 8-9: number of powered axles

## 3rd digit

- 0-4 = owner SBB CFF FFS, for electric locomotives and railcars: 0 and 1 = 1 current system, 2 = 2 c.s., 3 = 3 c.s., 4 = 4 c.s.  
For tractors (1st digit = 2): 0 = 0--99 kW, 1 = 100--199 kW, 2 = 200--299 kW, 3 = 300--399 kW, 4 = 400--499 kW
- 5 = owner BLS/BN/GBS/SEZ
- 6-8 = owner various private railways, see 4th digit
- 9 not yet in use

## 4th digit

- If 3rd digit = 1-5: part of serial number
- If 3rd digit = 6: 0 = BT, 1--3 = EBT/SMB/VHB, 4 = SOB, 5 = SZU, 6 = MThB, 9 = OKK
- If 3rd digit = 7: 0-1 = GFM, 2 = OeBB, 3 = RVT, 4 = CJ, 5 = MO/MC, 6 = OC, 7--9 = various private railways I
- If 3rd digit = 8: 0 = PTT, 1 = STB, 2 = TSOL, 3 = PBr, 4 = WM, 5 = ST, 6 = ARB/VRB, 7 = RHB, 8 = LO, 9 = KLB

Note: the other narrow gauge railways (except SBB CFF FFS) have not yet joined the new numbering system, but there is space for them too: if the 1st digit is 1, the 3rd and 4th digits have a different meaning.

## (4th,) 5th and 6th digit

serial number, starting with 000 (SBB CFF FFS) or 001 (BLS/BN/GBS/SEZ). For renumbered old vehicles, often the last two or three digits of the old number are taken, so the new number is most similar to the old one.

## 7th digit

Check digit: the digits 1 to 6 are multiplied alternately by 1 and 2, the digits of the results are added, and the last digit of what comes out is subtracted from 10 (0 stays 0) - the result of this is the check digit, which is used to be sure the number is correct, thus transmission errors can be detected.

Source: SBB Internet site.