

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 5 (1997-1999)
Heft: 11

Artikel: Installationsplatz Allmend-Brunau
Autor: Barnes, Stephen
DOI: <https://doi.org/10.5169/seals-854577>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 18.04.2026

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

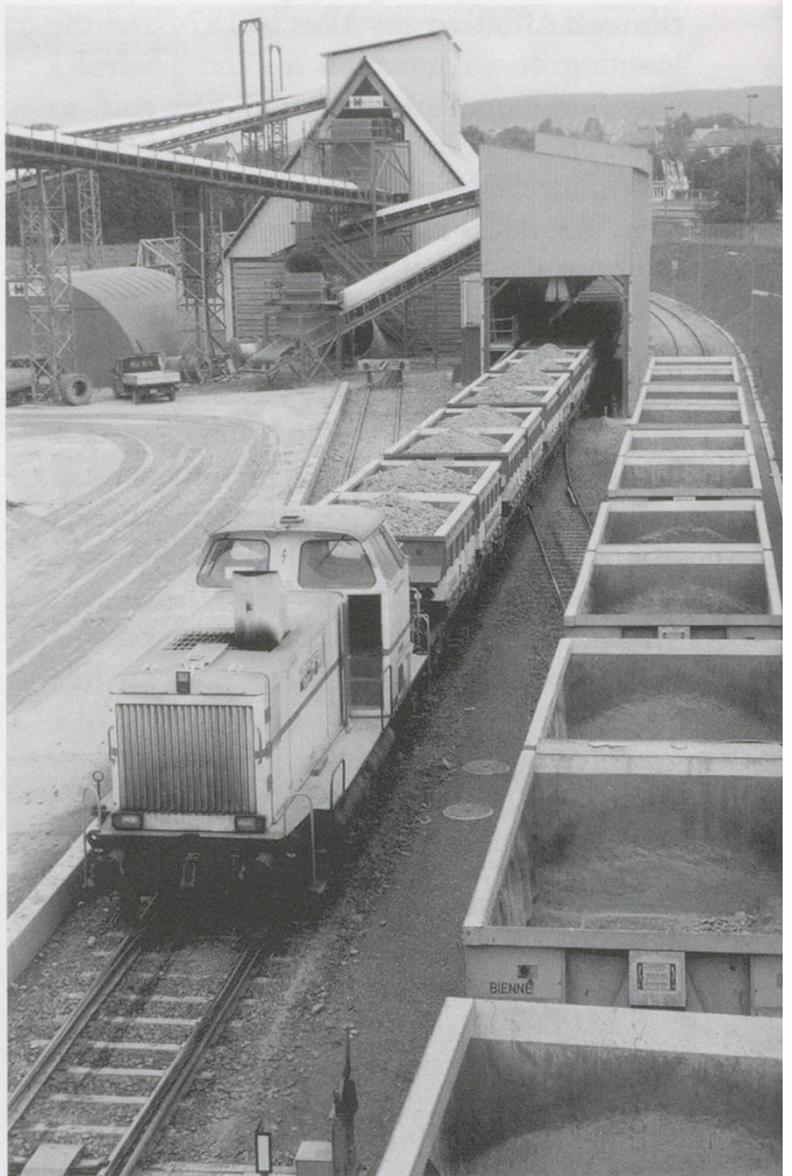
INSTALLATIONSPLATZ ALLMEND-BRUNAU

by Stephen Barnes

The December edition of Swiss Express mentioned the aggregate and construction material trains working to Zürich Brunau on the SZU Sihltal line where a site has been established to provide material storage and working areas for the Zürich HB - Thalwil and Zimmerberg Basis rail tunnels as well as the new autobahn tunnels being constructed to the west of Zürich. Gravel, cement and other materials all come in by rail to a new set of electrified sidings which are accessed from the SZU line between Zürich Brunau and Zürich Manegg. At the peak of workings it is estimated that as many as 12 trains a day could be coming in and out of the site

Well worth a visit is the major exhibition at Brunau which is located in a tall building accessed by a walkway which runs across the centre of the site. The Infopavilion is open Wednesdays 1400 - 1700 and weekends 1000 - 1600. Diagrams, information boards and large scale models are on display as well as there being a number of handouts on both the rail and autobahn tunnel projects.

From Zürich Brunau (S4 from the SZU platforms at Zürich HB every 20 minutes) walk through the subway under the A3 autobahn, turn right and then left beside the Rivel Sihl. following this route until the walkway across the site is reached. The Infopavilion building is clearly visible.



Allmend-Brunau construction site showing Sers Am 847 954 moving wagons from the spoil processing plant. 30/6/99

Photo: Brian Hemminh

PHOTOGRAPHIC EDITOR

The Editor is looking for someone who can source, collate, caption and date photographs for Swiss Express. These are for the usual articles and also new topical and historic photographic spreads that are being planned. A frequent visitor to Switzerland particularly would be welcome as we can keep the magazine as up to date as possible, ie. he/she ideally needs to be able to take good sharp high quality photos. Please write, call, fax, email or otherwise contact the Editor at the address on page 1.



Part of the yard, transit sidings and spoil from the Zürich-Thalwill tunnel excavations. Two SBB Ae 6-6s can be seen in the distance. 30/6/99 Photo: B Hemming

(continued from page 19) Private Railways - SZU

Powered Stock (liveries: locomotives: red, railcars: red or red & orange, tractors: red or orange)

| Class | New Nos. | Old Nos. | Built |
|-------|---------------|----------|--------|
| Ce | (556 502) | 2*† | 1923 |
| Em | 836 506 | 6 | 1962 |
| Em | 826 507 | 7 | 1961 |
| Tm | 236 508 | 8 | 1994 |
| BDe | 576 513, 514 | 13, 14† | 1960 |
| Be | 556 521 - 528 | 21 - 28† | 1992-3 |
| Be | 556 531, 532 | 31 - 32† | 1978 |
| Re | 456 542 - 545 | 42 - 45 | 1992-3 |
| Re | 456 546, 547 | 46, 47 | 1987 |
| FCe | (026 584) | 84* | 1924 |
| BDe | 576 592, 593 | 92, 93 | 1968 |
| BDe | 576 594 - 596 | 94 - 96 | 1971 |

New numbers are carried, but only in an abbreviated form. (e.g. Re 456 542 carries Re 542 and Be556 521 carries Be 521)

Notes:

† 1200v DC.

* Ce2/2 2 and FCe2/4 84 are historic railcars