

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 6 (2000-2002)
Heft: 10

Rubrik: Notepad

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

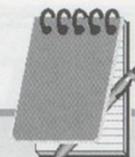
L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées 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: 16.03.2026

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



SWISS AND GERMAN REGIONAL RAILWAYS CONNECT IN BASEL

Switzerland and Germany's regional railways have been linked in the Basel area for the first time. The so-called "Orange line" now connects the German town of Offenburg with Basel via Freiburg im Breisgau and is an extension of an existing service. Until now, most travellers had to get on and off regional trains for Germany at Basel's German station, which meant many of them faced cross-town trips to reach their destinations. The four-kilometre extension will take them to the city's main station.

To mark the event, the German railways and the Land of Baden-Württemberg have bought 28 new double-decker coaches worth a total of €28 million (SFr41.24 million). The cantonal and federal authorities should share of the yearly cost for the new line, which is estimated at SFr595,000. Regional passes are already on sale in Germany and Switzerland. Border checks are carried out in the trains. Another international regional line is planned to connect Germany and Basel by 2004 or 2005.

swissinfo

International

A fatal accident occurred at Chiasso on February 22nd when a freight train from Milano to Singen headed by FS E 636 022 failed to stop on arrival, colliding with FS E633 220, killing three train crew and injuring three SBB staff. Brake failure is suspected as the cause. The line to Como was blocked until 25th February, with services diverted via the Lötschberg line

The normal diversionary route via Luino was also blocked on the same day, this time by a landslip in the Italian section just south of Pino; this route did not reopen until 9th March.

Through TGV services to the Valais have trebled this winter: two return trips to Sierre / Siders, with an overnight stay on Thursday and Friday nights, and a Sunday return trip to Aigle have replaced the overnight return working to Bex of the last two winters.

Further problems have struck the Cisalpino service, with a temporary speed limit being imposed in Germany due to worn tyres. This has put up to 15 minutes into the schedules between Stuttgart and Zürich.

NEWS FROM THE GOTTHARD

Chiasso.

On Thursday 21st February an incoming Italian freight exiting the Olimpino II tunnel is thought to have ignored a stop signal and collided with a slow moving Italian locomotive moving stock ready for departure. The incoming E636 was damaged extensively killing both crewmembers. Several container wagons were derailed and collided with and badly damaged an old signal tower used by the SBB for staff resting and yard duties. Five people were taken to hospital for treatment of which two were detained, as their condition was serious.

One track, for Chiasso - Como passenger traffic with diesel haulage, was opened in Olimpino I on Saturday 23rd February. The Olimpino I tunnel opened for normal electric haulage on both tracks on Sunday 24th Feb. at noon. The new Olimpino II tunnel remained closed until Mar 1st. Luino

The usual diversion route through Luino was blocked on 25th February by a rockslide at Colmengo between Luino and Pino-Tronzano. No date for reopening is known at this time but it is felt that it could be some time away. Geologists state that the rockslide has loosened large amounts of rock higher up the mountain. Freight traffic bound for Busto-Arsizio was re-routed down through the Lötschberg, Brenner or Cenis lines if it could not be handled by HUPAC Lugano-Vedeggio or Chiasso freight yard.

Re 486

This new freight locomotive is currently undergoing trials on the Gotthard. It has been seen towing two Ae 4/7s.

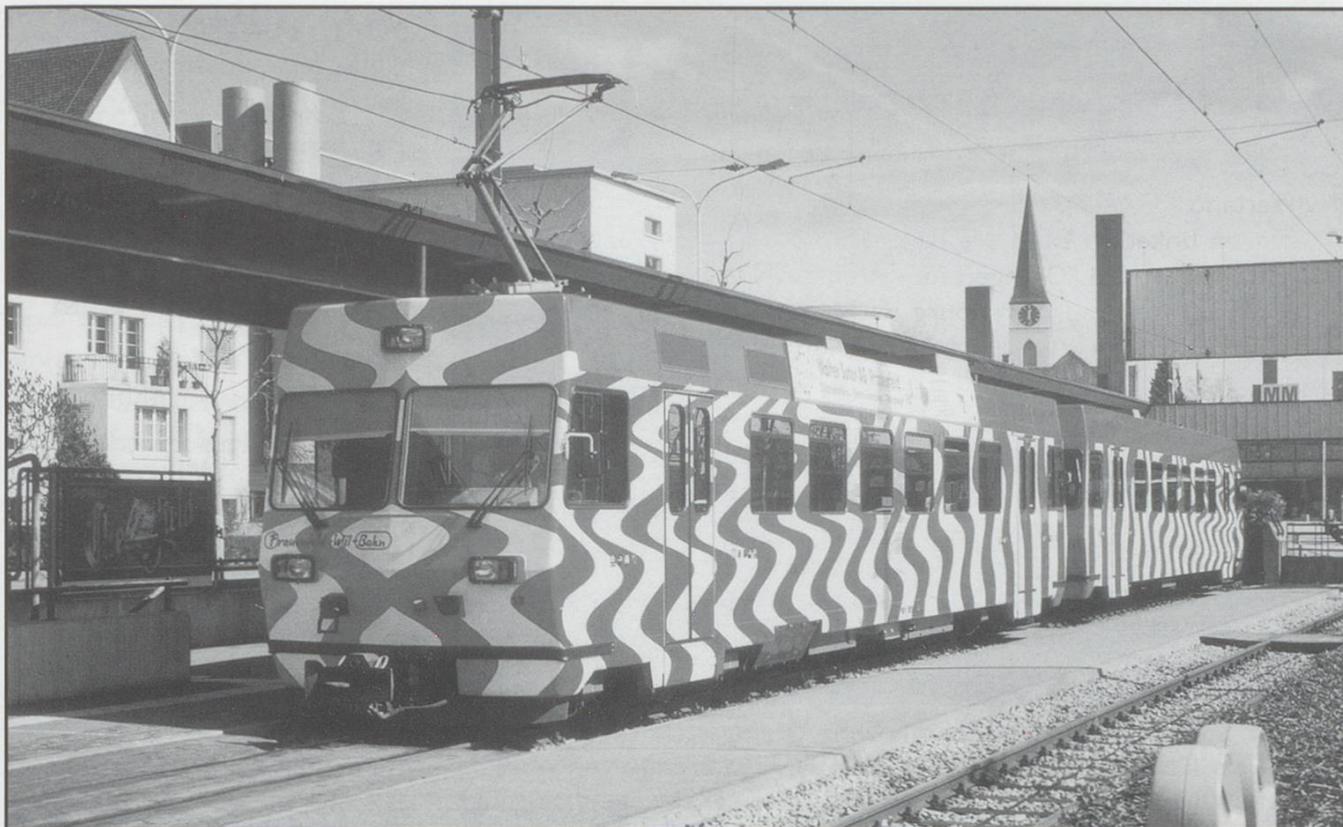
MH-R

 **SBB CFF FFS**

Two IC Double Deck sets on the Interlaken - Romanshorn service, carrying out four return trips, have been replaced with Mark IV rakes since the middle of November. This has allowed an accelerated programme of attention to the double deck stock in advance of Expo 02.

The first two new locomotives for SBB Cargo (DB BR 185 type), Re482 000 / 001, were delivered from Bombardier Kassel on 9th February and started trials on 27th February.

Re4/4^{II} 11397 has been modified for working into Germany. It has received German radio and ATP



Another railway worth exploring: The Frauenfeld-Wil. One of its recently reliveried "red-zebra" railcars is seen here in Wil. The FW has its terminal just in front of the SBB station. 03/02. Photo: George M. Hoekstra (Note from the editor: you can tell that today's designers aren't modellers, this wouldn't exactly be a breeze to replicate!)

equipment plus a German pantograph at each end. Now in the SBB Cargo livery as applied to the Re482, it is numbered Re 421 397.

All trains running on the stopping service from Zürich Airport to Basel will have the baggage car and one 1st class coach replaced by a double deck AD coach at the locomotive end. This is due to a shortened platform at Basel having to be used because of construction work.

EW IV coaches are undergoing overhaul at Olten works. Interior changes are seat colour is now Dark Grey with Red headrests.

SBB on train catering is now completely in the hands of Passaggio Rail, formed out of the old SSG organisation. The SBB has taken a 60% interest in the reorganised company, which is also taking over the contracts previously held by Mitropa Schweiz AG.

During the night of the 31st Jan, Re 4/4^{II} No 11382 as train locomotive on what is now called a Re 10/10 - i.e. Re 4/4 and Re 6/6 - operation on a southbound freight service caught fire. The whole of the front half of the locomotive was destroyed.

Stadler at Bussnang launched the first of the GTW2/8 units for the Seetalbahn on 1st March.

The 17 units of class RABe 520 are built to a 2.65m width (reduced from 3m for 'standard' gauge sets), which will allow additional barriers to be provided between road and rail along the Seetalbahn.

bls Rapid tyre wear on the Class 465 fleet, coupled with an inability to source replacement wheelsets, has prompted the BLS to hire in three Ae6/6 from SB Cargo; at the end of February 11435, 11443 and 11491 were reported in use. These engines have been employed on Lötschberg line passenger trains! This power shortage means continued regular employment for the Ae4/4 and Ae8/8 fleet.

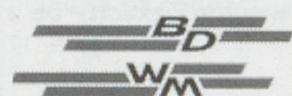
Metre gauge.

aare seeland →

The company has taken over operation of Neiderbipp station from the SBB and is looking at the possibility of reopening the short section between Neiderbipp and Oensingen, closed as long ago as 1943. This extension would give the ASm direct connection to IC services at the latter station.



One of Steve Horobin's slides showing Bremgarten Dietikon Bahn Bde4/4 No. 11 built in 1932 in MacDonal'd's livery at Bremgarten West on 1st July 2001 on the occasion of 125th anniversary of the standard gauge Bremgarten West to Wohlen Line



RM unit RBDe 566 226 visited Bremgarten West on 9th December for the town's Christmas Market. As the mixed gauge section from Wohlen is electrified at 1200V DC, haulage was provided by Em2/2 103; during its lay-over the unit was returned to Wohlen to allow heating under the 15kV wires there.

To allow the BDWM to operate three-vehicle sets in future, the passing loops at the crossing stations at Reppischof and Heinrütli are to be extended.

In celebration of the Dietikon line's centenary, one of the BDe4/8 units has been turned out with a bank of wooden seats (c. 1902) and a vision of the train of 2102!



The avalanche gallery east of Oberalppasshöhe station is being rebuilt, as the 1944 built structure is life expired. The opportunity is being taken to extend the station loop and replace the station building.



A rebuilding programme of the Be4/4 units 5001 - 5004 has commenced. The power cars will be rebuilt by MOB without cabs to form the centre

power car of new 3 car units, whilst new driving trailers will be built by R & J of Biel/Bienne. It is not known at this stage what will be the future of Bt 5301 - 5304



Four new tractors, Tm2/2 111 - 114, have entered service. Built by Schöma, they have a maximum rated speed of 50 kph. A new rotary snowplough, Xrotm 9214, has also been added to stock for the Vereina tunnel section.

'Heavyweight' A 1211 is being reconstructed as a Nostalgic Restaurant car, to be numbered WR 3813.

Transport-Montreux-Vevay-Riviera (TMVR)

Former CEV BDeh2/4 72 is being rebuilt at MOB's Charnex works into a double ended single unit of modern appearance.

Transport Publics du Chablais (TPC)

The TPC took over operation of Bex station from 3rd January. At the same time, the 2001 built units Beh4/8 91-93 finally entered regular service, allowing 1940-45 built Be2/4 21-26 to be retired from normal service.

Transports public Fribourgeois (TPF)

Metre gauge Bt 261 - 263 of 1947 are to be broken up.

Reka timetable

The 2001 - 2002 edition of this handy pocket sized, but very meaty, version of the Kursbuch was the last. It has been announced that publication has ceased for cost reasons.

NOTEPAD IS COMPILED BY NICK FREEZER AND THIS TIME INCLUDES CONTRIBUTIONS FROM NICK, RUPERT CHAMBERS, MALCOLM HARDY-RANDALL, BRIAN HEMMING, DAVID STEVENSON, DUNCAN MCKAY, STEVE HOROBIN. SOME ITEMS ARE PROVIDED COURTESY OF SWISS INFO WHOSE WEBSITE IS WELL WORTH A VISIT FOR CONTEMPORARY NEWS FROM SWITZERLAND:
www.swissinfo.org

TAKTFAHRPLAN 20

The Taktfahrplan (literally, timetable with time or rhythm) is 20 years old on May 23rd. On this day in 1982, the first regular interval Swiss national timetable made its appearance, bringing in hourly express services on all principal routes and planned (and, normally, held) connections into even the smallest local service, whether train, bus or boat. Principal stations would see departures for all points within 10 minutes of each other, all based around 'just after the hour' departures from Zürich Hbf. Services improved at a stroke; in 1981, for example, you could find a two hour gap in the service from Bern to Lausanne at midday, or from Brig to Bern in mid morning. From May 1982, you had to struggle to find a connection that was worse than 15 minutes if you were travelling in a 'normal' direction.

A new format Kursbuch also made its appearance, banishing hard to read notes, small type and overlapping tables. The summer 1981 Kursbuch ran to 408 pages covering international and internal trains, lake services, funiculars and postbuses, while the 2000 - 2001 Kursbuch, excluding international services and buses, runs to just over 1000 pages. A new numbering scheme banished the old suffixes into oblivion: for example, Chur - Arosa changed from 90a to 930, while Vallorbe to Domodossola, once all covered by Table 20, became Tables 200 and 100. Lake services and buses were given table numbers relating to connecting rail services, improving readability in one swoop.

20 years on, the third evolution Bahn 2000 timetable is now in use, with half hourly intervals on many lines. Bustransport has brought about a number of line closures, but the principles of regular interval services and integrated transport seem well established and cherished. This year marks one change; the June 2002 timetable will only run until December, as the UIC timetable change period shifts for the first time to the end of autumn.

Brian Hemming

SBB STOCK CHANGES AND SOB RENUMBERING

JANUARY 2002

New: Tm 234 100

Withdrawn: Te^{III} - 169 Tm^I - 471/75/86/88

Rebuilt & renumbered:

XTm 91578 to XTms 95 85 578

FEBRUARY 2002

New: Tm 234 101

Withdrawn: Ee3/3^{II} - 16501

MARCH 2002

Renumbered: Re4/4^{II} 11397 to Re 421.397 (new Cargo livery)

New SOB No.	Prev. Co.	Prev. No.	Notes
Eb 006 009	BT	Eb 006 009	Historic loco (BT Eb3/5 9)
Xm 096 061	BT	Xm 096 061	
TellI 216 035	BT	TellI 216 035	
TellI 216 036	SOB	TellI 216 451	
Tel 216 037 - 039	SOB	Tel 216 452 - 454	
Tml 236 001, 002	BT	Tml 236 001,002	
Tm 236 004, 005	BT	Tm 236 004, 005	
Tm IV 236 006, 007	BT	Tm IV 236 006, 007	
Tm 236 008 - 010	SOB	Tm 236 433, 434, 432	
Be 416 011	BT	Be 416 011	Historic loco (BT Be4/4 11)
Be 416 014	SOB	Be 416 014	Historic loco (BT Be4/4 14)
Re 446 015 - 018	SOB	Re 446 445 - 448	
Re 456 091 - 096	BT	Re 456 091 - 096	
Ae 476 012	SOB	Ae 476 468	
BDe 556 041 - 042	SOB	BDe 556 490 - 491	
Be 556 043	BT	Be 556 043	
RBDe 566 071 - 076	BT	RBDe 566 071 - 076	
RBDe 566 077 - 080	SOB	RBDe 566 400 - 403	
BDe 576 048 - 049	SOB	BDe 576 480 - 481	
BDe 576 050 - 053	BT	BDe 576 050 - 053	
BDe 576 054 - 059	SOB	BDe 576 482 - 487	
Am 846 033	SOB	Am 846 461	
Eea 936 031, 032	BT	Eea 936 031, 032	

Renumbering effective
from 15/03/02



SÜDOSTBAHN