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## EXPO 02 SERVICES

As a result of the modification to 'normal' services for the duration of the Expo 02 season, Zürich - Biel IR services have been extended to Neuchâtel and Yverdon. Murten, where the station was rebuilt with four platform faces in 2001, has additional services from Bern (extension of Bern Line S6 from Kerzers) and Neuchâtel (afternoon and evening express services calling at Ins only). Broyetal Kolibri sets have been strengthened to 5 coaches to cover demand, and the service pattern changed at weekends, when a through service is operated from Yverdon through Payerne, Murten, Kerzers and Lyss to Biel, with the Lyss - Büren service worked by a single RBe4/4 140x motorcoach.

Services from Bern have been strengthened, with 6 coach DS Pendel sets employed on the SBB service to Biel and 7 coach Re4/4 Pendel sets on the BLS-operated Neuchâtel service, which has also been extended as a local service to and from Gorgier-St Aubin. Additional limited stop services augment the Bern - Neuchâtel service in the morning, returning in the afternoon and evening.

2 train sets are required for the Expo 02 RX services between Neuchâtel and Murten. These have been provided jointly by SBB (4 vehicle first series RBe4/4 Pendel) and TRN. (5 coach Pendel).

The ASm group has scheduled twin Be2/6 units for most workings on their BTI (Biel - Ins) line.

On the Yverdon - Ste Croix line of the TRAVYS group, the halts at William-Barbey and La Brinaz have been closed for the Expo 02 season, being replaced by a halt at Chamad Parking.

The Expo 02 express service from Bern to Neuchâtel saw the deployment by the BLS of Be4/4 762 on the 09.31 service from Bern on 27th June.

Special trains for schoolchildren have been run from all parts of the country. These included a 9 coach train starting from Villmergen (on the Meisterschwanden branch of the BDWM), and a through working from the TPF outpost at Bulle. On 1st July, a special train was observed at Kandersteg at 08 25 with Be4/4 762 at the head and tailed by Re4/4 175; on its return passage through Spiez at 17 55, the train was headed by Re 465 010 and Be4/4 762 in multiple.

## SWISS RAIL CARGO KÖLN GMBH.

SBB Cargo, HGK and Hupac have joined forces and created a joint freight company to be known as Swiss Rail Cargo Köln GmbH. The majority share is SBB (51%); HGK has 44% and Hupac 5%. The aim is to grow the traffic share on the Cologne-Basle-Italy axis taking business both from road and other rail companies and is an obvious reaction to the tie-up between BLS and DR.

Initial services will commence with four trains a day, the intention being to grow this to ten a day as soon as practical (and profitable).

HGK are very active in the more open German market and have purchased a number of what us Brits. would know as GM 66s. Hopefully an HO model of this loco will appear before too long as the numbers throughout Europe increase.

**NOTEPAD** is compiled by Nick Freezer. Contributions this time are from: Brian Hemming in particular, Malcolm Hardy-Randall, Trevor Wilkins, Jaspa Potts, Peter Valentine, Duncan McKay, Steve Horobin, George Hoekstra, Rupert Chambers and David Stevenson. Other items are acknowledged as appropriate.

## International

An FS E 412 multi voltage locomotive was working in the Sissach area on track maintenance trains in June and July. It is understood that this is evaluation of the type for possible through operation into Switzerland.

The SBB has been awarded the contract to run the 'German' section of the Basel S-Bahn network from mid-2003. Comprising Lines S5 (Weil am Rhein - Lörrach - Steinen) and S6 (Zell - Basel SBB), new stock will be ordered for improved services from 2004.

The SBB/SNCF "Ligne de Coeur" TGV services have been rebranded under the name of "Lyria"



**SBB CFF FFS**

## Infrastructure

The new Sihlpost platforms 51 to 54 at Zürich Hbf are a long way from the main concourse, inconveniencing passengers for the Flughafen - Luzern IR services, which now use these platforms. Indeed, the



Dave Edwards took this picture of SBB class 520 001 on Friday 24th May at Luzern station. The unit was on some sort of trial as it was full of large oil drums in between all the seats with engineers and their equipment taking up the rest of the space. 520 001 is the first of the new units mentioned below for the Seetalbahn. They look very stylish compared to the boxes used by the MittelThurgau on the Seelinie. They will form, with some modifications, the basis for the new Turbo units. If I had had this photo one day earlier I could have used it in the June issue which would have been quite a scoop. The photo is taken direct from a photoCD and shows the quality that is now available.

Luzern – Flughafen service is advertised as ‘set down only’ at Zürich Hbf, although passengers don’t observe this restriction! The distance is such that the upper deck of the IR service provides an excellent view of the station throat from the first class section.

The Naxberg Tunnel between Wassen and Göschenen is to be rebuilt.

A new container terminal is to be built at Pian Fallopi, near Chiasso and is expected to be operational in 2003/4.

The junction between the Gotthard main line and the base tunnel works at Bodio is nearing completion, with southbound trains already using the by pass route. Delivery of the tunnel construction trains has started to take place. Trains consist of locomotive, extra air supply and the miners coaches. Stone removal will be via a long [!] travelling belt system, to deposit the waste stone in the next valley. Work has started on the connecting tunnel between the hydroelectric plant at Amsteg and the tunnel bore. The two tunnel boring machines for the southbound bores are due to arrive in January and March respectively. They are due to commence operation as soon

as the assembly work, which lasts three months, has been completed.

SBB are considering buying 14 dual voltage (16kV AC/3kV DC) tilting train sets for traffic to Italy via the Lötschberg route.

A blockage of the Luino line between Quartino and Maccagno from May 3rd to 20th saw the operation of a substitute boat service as the same landslide blocked the only alternative road! Whilst closed, freight trains were diverted via the BLS Simplon/Lötschberg route. The Gotthard main line was also blocked on May 3rd, by a minor landslip near Wassen, being reopened the following day.

### **Fahrzeuge**

The RABe 520 fleet for the Seetalbahn (Luzern – Lenzburg) has been delivered to Luzern to allow driver training to take place. A launch day on 22nd June at Beinwil and Hochdorf saw the trains used on free services between the two stations. The Seetalbahn will be closed as a through route from 23rd September until 13th November to allow route modernisation to take place.

The late arrival of the RABe 520 fleet has seen the reinstatement of the prototype RBe4/4 units, 1401 – 1406, for Expo 02 services.

4 voltage DB locomotive 189 003 is on trial at Velim under 3kV. If approval can be obtained for operation in Italy it is thought likely that SBB Cargo and BLS Cargo would place orders for the type.

The first Re6/6, 11642 *Monthey*, has been repainted into the latest SBB Cargo livery. It now carries its 'computer' number Re 620 042; the name and crest have been moved to the right hand end of the body. The full RABDe 500 ICN fleet has been available for traffic from 5th May. From this date, the splitting of certain St Gallen – Zürich – Biel – Geneva services at Zürich, to cover for the shortfall in the ICN fleet, has ceased.

Following the approval of Re 421 397 for use in Germany, Bellinzona works is to alter 25 more Re4/4II's to the new specification.

The passenger division of SBB has indicated a wish to buy all 18 Re 465 from the BLS.

The first rebuilt double deck catering vehicle to be rebuilt from Bistro configuration to full restaurant layout entered service on 17th April. BR 50 85 66-94 000 has been rebuilt into a dining car with the dining facilities on the upper deck. It is planned to rebuild the whole batch of 26 vehicles in a similar manner.

## **bls**

In the middle of June, the 'old' BLS locomotives and railcoaches were active on the following diagrams:

Ae4/4 251: Golden Pass Panoramic Pendelzug set  
Ae4/4 252 and ABDe4/8 748 / ABDe 535 750: Spiez – Zweisimmen RegioExpress sets  
Ae4/4 257, Ae8/8 273: Goppenstein – Gampel stone trains

Ae4/4 258: Interlaken – Bern semi fasts, later at Spiez Works for repairs

Ae8/8 275: withdrawn because two bogies were needed for an Ae4/4

ABDe 535 752 – 755: Spiez – Reichenbach and Brig – Goppenstein locals.

The Ae6/6's hired from the SBB continued to be in regular use on the BLS 'main line' diagrams in June and July, with 11422, 11452, 11456 and 11503 all

reported as active. These saw frequent use on the 15 45 Neuchâtel – Bern and 16 57 Bern – Interlaken semi fast services, and also on the main line diagram covering the 08.22 Bern – Brig, 16 00 Brig – Bern and 19 26 Bern – Interlaken Ost (EC Berner Oberland). Spiez freight pilot is also hired in from the SBB – Ee3/3 16366; the passenger pilot is a BLS Tm, 235 022 being employed at the end of June

Leissigen, Därligen and Interlaken West stations have all been modernised in the last year. Loops are still provided at all stations, but that at Därligen does not have a platform on the lakeside track, preventing its use for crossing two local services at peak times.

The potentially unbalanced nature of freight traffic was evident on the evening of 1st July, when eight Re4/4's (161, 175, 176, 178, 165, 180, 168) were dispatched as a single train from Spiez to Domodossola.

Re 465s continue to be predominately employed on the Lötschberg Hupac services. Exceptionally, on 2nd July, Re 465 007 was observed heading the 17 39 Interlaken Ost – Romanshorn into Spiez, presumably due to a defect with the Re 460 still attached to the rear of the train.

BLS have ordered ten new locomotives for freight services, which will be identical to the Re 482 recently delivered to SBB. They will be numbered 485 001 to 485 010 and be delivered by mid 2003 to replace the remaining Ae 4/4 and Ae 8/8. Tenders have also been invited for a new car transporting train.

## **Other Standard Gauge**

### **mittelthurgaubahn**

Unterwegs in der Euregio Bodensee

The company is in financial difficulties following cost overruns during the refurbishment work on the Seelinie between Schaffhausen and Romanshorn. See also under the Turbo heading.



RBDe 565 282 has been painted in a predominately yellow livery advertising Swiss Mountain Rescue.



**SÜDOSTBAHN**

Following the merger of the SOB and BT, the combined company has pulled out of the Lokoop consortium. To replace the Ae 477 locomotives on what

were formerly SOB duties, Re 456 152 / 153 have been hired from the RM. These engines are electrically similar to the Re 456 091-96 series built for the BT in 1987.

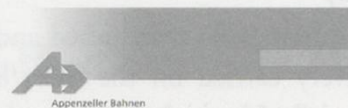
Former BT Re 456 094 has received a new "Vögle Shoes" advertising livery and the new SOB logo.

**THURBO** This new SBB/MThB company is now 99.8% owned by SBB due to the MThB experiencing severe financial difficulties. However the MThB will retain the right to purchase 10% of the shares.



The first of 3 NINA units, RABe 527 511, has been received from Bombardier for the former Martigny – Orsières line.

### Metre gauge.



Three low floor, air conditioned ABt vehicles are under construction at the Costaferroviaria works in Costamasagna, Italy. These vehicles will be fitted with the rack-equipped bogies recovered from withdrawn ex-SGA B 71-73; their bodies are on offer to museum lines for further use.

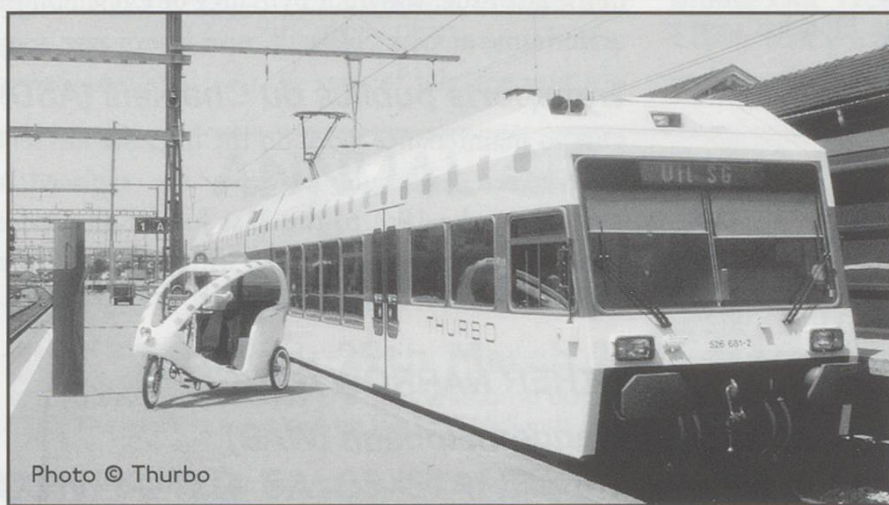


Photo © Thurbo

The MThB unit is in the new Thurbo livery and is photographed at Wil this year. The livery is less than exciting, all white with some coloured dots along the top of the sides. Hopefully the new 520 units will look better. The rather strange looking vehicle beside the Thurbo unit is a "Velotaxi", which we would recognise as a very sporty looking rickshaw. Set up by a new company in February 2002 called Pedaline AG, the "Velotaxi" made its first appearance at Expo 02 in

Biel/Bienne. By October there should be 8 of them. The drivers are said to be fit, well trained and motivated. They need to be.

Some of the revenues will come from advertising on the "Velotaxi" itself. The drivers are self employed, pay a leasing fee to Pedaline and keep the fares for themselves. The taxis are to be found at special Velokiosks, which are also franchised, and self-funding through normal retail sales of sweets, tobacco newspapers etc.

The tie-up with Thurbo stems from the desire to extend the concept to Wil. Pedaline hope to have as many as 100 in N.E. Switzerland within a year. The advantages of this system are seen to be in short distances through pedestrian areas and along cycle lanes within the inner cities, and of course it is also pollution free. The one big disadvantage will probably come from the fact that no one will actually want to travel in one. Would you?



The first TRN NINA unit, RABe 527 321, was delivered from Bombardier Villeneuve to Bern Holligen in April. This unit is on loan to the BLS for the duration of the Expo 02 services.

### Transports Vallée de Joux, Yverdon-les-Bains, Ste Croix (TRAVYS)

Pont Brassus twin unit Kolibri RBDe 568 384 / Bt 29-34 985 has been repainted in the predominately white company livery

### Berner Oberland Bahn (BOB)

ABt 411, formerly RBS 207, has received a new blue/yellow livery



HG2/3 6 has been converted to oil burning



A landslip caused by the rain of early May blocked the FART line at Corcapolo from 4th to 17th May, with trains replaced by buses between Intragna (TI) and Re (I).

## **Furka Oberalp Bahn (FO) / Brig-Visp-Zermatt Bahn (BVZ)**

It has been announced that the proposed merger will take place on 1st January 2003. A new name has not yet been determined.

## **Jungfraubahn (JB)**

BDhe2/4 210 and Bt 34 have been refurbished and repainted in the red livery carried on the Bhe4/8 units. BDhe2/4 209 and Bt 33, which have already been refurbished, will receive the same livery. Delivery has commenced of 4 new units, Bhe4/8 215 to 218.



The extension of the line from Chauderon to Flon has seen a 17% increase in traffic.



On Saturday, 28th June, celebrations took place at both portals of the Jor summit tunnel. Stabled in the siding at Jor was CEV BDeh4/4 75, with MOB ABDe4/4 11 of 1902 at Les Cases providing a very rare sighting. All the driving trailers for the Golden Pass Panoramic Express are now in the new livery, and painting of the coaches proceeds apace. At the time of writing, July, one train set is complete.

One often thinks that vandalism is an English disease. Far from it, even in Switzerland vandals strike and on the railways too.

Early on Thursday July 11th this year the 0525 from Saanen to Zweisimmen was derailed at Gstaad. During the night the points had been changed by persons unknown and the front axle of the motor coach was brought off the tracks. A bus was needed to take passengers to Zweisimmen. Police are investigating but the perpetrators will probably never be found.



The last of the first pair of thyristor-controlled locomotives to work in Switzerland, Te2/2 74 of 1969, was withdrawn in December 2001.

Reconstruction work on the Cavaliasso bridge following water damage led to the Bernina line being closed between Cadera and Poschiavo from 15th July until the end of July; not a good time of year to

have such a problem. Local trains ran from St. Moritz/ Pontresina to Cadera and from Poschiavo to Tirano, whilst for through traffic buses ran from Pontresina to Poschiavo.

Not hitherto recorded in Swiss Express is the withdrawal in the latter quarter of 2001 of tractors Te2/2 74 and 75.

Ge4/4 202 and Gem2/4 211 were scrapped on 23/24 May. Electric heating cars X9044 and X9045 have also been withdrawn

Ge4/4 III 652 has received overall advertising livery for Riri Zips.

The new rotary snowplough Xrotm 9214, reported in the last issue, was built by Zaugg of Eggwil on the underframe of Gbk 5608

## **Transports publics du Chablais (ASD)**

Due to maintenance work on the line, the rail service between Aigle and Le Sépey was replaced by buses from the 10th to the 21st June. Rail services were restored on the 21st June with the 17:34 from Aigle and the 17:47 from Le Sépey.

## **OTHER NARROW GAUGE**

### **Wengernalpbahn (WAB)**

The older railcars have started to be fitted with LED destination indicators.

## **TRAMS**



The 28 Combino trams are now in full service on Routes 6 and 8. The BVB clearly don't trust their dot matrix indicators; the trams carry a route board in the cab windscreen! Routes 1 (Schiffände – Bahnhof – Mustermesse) and 14 (Mustermesse – Pratteln) are now run as a through route with side and end number panels '1/14'. The remaining Swiss bogie cars are now restricted to Line 3 (MU fitted series 466 – 476) and Lines 15 / 16 (series 457 – 465).

Duewag Be4/6 607-609, 611-614, 616, 619-620 and 622 have been sold to Belgrade.



TPG are expanding their tram network over the next few years and in conjunction 21 Bombardier Cityrunner trams have been ordered.