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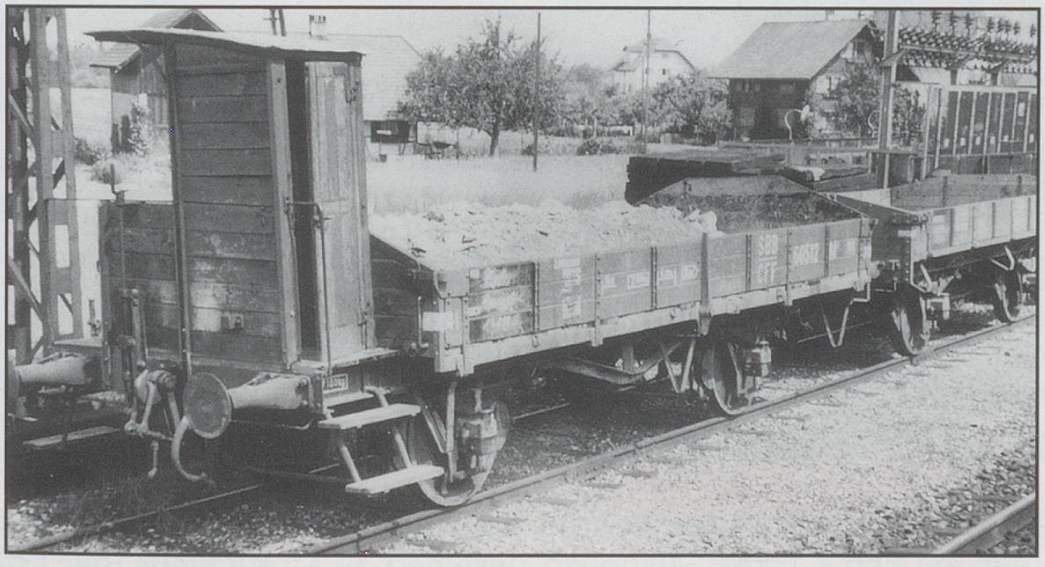
John Jesson

ILLUSTRATING THE ERAS

John Jesson continues his series on the eras. Era III is from the end of WWII to the start of computer numbering, 1965-1970. Once again we are indebted to the SVEA for permission to reproduce the photographs from their archives

ERA III

More K² vans were built than any other type of goods vehicle in Switzerland. This example, 37189, was photographed at Zürich in 1955. Instead of the usual grey livery, this vehicle had been painted white. Photograph courtesy *Eisenbahn Amateur*.



This open wagon dates from 1891 and was 62 years old when it was photographed at Brügg. A feature of the wagon is the semi-open brakesman's cabin. The scant space available and the requirements of era III lettering have forced the ownership letters towards the right-hand end of the wagon side.

Photograph courtesy *Eisenbahn Amateur*.

Built in the latter part of era III, the K⁴ vans were similar to vans of the same period in many other countries. The main distinguishing feature of the Swiss vans was the unpainted sliding door. Inscriptions changed through the life of the vehicles, this one being lettered for the EUROP international common working pool, allowing usage by other countries than the owning country. The "Association 10264" has partly restored the van, 50610, to its usual brown livery with white lettering.

Photograph courtesy *Eisenbahn Amateur.*

The RFe 4/4 could reasonably be described as the forerunner of the SBB all-bogie locomotive fleet we know today. Although designed as a relatively low power motor luggage van for short, light trains, the all-bogie / all axles powered principle is the same for virtually all modern electric locomotives. The OeBB now owns the first of the three locomotives, 601, and has restored it to its early dark green livery, with squarish ownership letters separated by the confederation crest. In this form, it was photographed at Wildegg in May 1997.

Photograph courtesy *Eisenbahn Amateur.*

The Be 4/6 railcars were heavy enough to warrant extra carrying axles but, nevertheless, lasted well into the '90's. Two examples, 1607 and 1614, were photographed near Beromünster in May 1992. Although rebuilt, and with only a single pantograph, the livery is still era III green. It can be seen that opposite sides carry the ownership in German/Italian (1607, on the left) and German/ French (1614, on the right). 1614 also carries the yellow/orange warning stripes used on the Seetalbahn.

Photograph courtesy *Eisenbahn Amateur.*

ANOTHER PHOTO FROM GEOFF'S VAST COLLECTION

DUNSTER'S WAGONS

RAILWAY: SBB **CODE:** Habils **NO:** 2750011-6
TYPE: 4 axle sliding wall van wagon.
LOAD: Two pallets of bottled mineral water, from APROZ source above Sion, to MIGROS supermarkets all over Switzerland.
COLOUR: Both sides fully covered with scenes of mountains near Sion.
DIMENSIONS: Length: 20480mm Width: 2940mm Height: 4110mm
Surface: 48m^2 Capacity: 110m^3 Max. Weight: 52t Tare: 28t
TAKEN AT: Sion Station, on the 20th November 1989.