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**International**

The ÖBB line between Buchs and Feldkirch through Liechtenstein was closed for maintenance between 2nd and 15th September. While buses replaced most services, the overnight 'Weiner Waltzer' services, EN 466 / 467 would run through, being diverted via the Bregenz avoiding line, St Margarethen and the Romanshorn avoiding line. EC 162 'Transalpin' was also diverted, in this case reversing at Bregenz before taking the Romanshorn avoiding line. However, as the line between Rorschach and Romanshorn was blocked from 2nd to 8th August due to flood damage, these trains had to be routed via St Gallen, a route which required double headed Re4/4 II's to lift the heavy trains up the 22‰ gradient from Rorschach. For this week, the diverted 'Transalpin' was double headed all the way from Bregenz by two 'Lindau' series Re4/4II's from the 11195 – 11200 series.

The SNCF has discontinued the Geneva - Brussels Thalys service. The reason is poor loading due, probably to the late arrival (00:01) from Brussels.

SBB and SNCF have met at the border in Boncourt with special trains from Biel (RABe 520 002 + 520 003) and - for the first time in 10 years - from Belfort (SNCF X 73608) to show their interest in the reactivation of Boncourt - Delle line.



**SBB CFF FFS**

Breakthrough on the main bore of the Varen Tunnel on the new alignment between Salgesch and Leuk was achieved on July 19th. The old single-track alignment will continue in use until autumn 2004.

Heavy rain in Northeast Switzerland on 1st September caused the Goldach stream to burst its banks and destroy 100m and wash out the ballast on a further 700m of the Romanshorn – Rorschach line between Horn and Rorschach Hafen. Buses replaced local services until 8th September.

On 21st September the first train travelled over the newly relaid sec-

tion (Bützberg by-pass) of main line between Herzogenbuchsee and Langenthal. This new 3.5 km section runs parallel to the Mattstetten-Rothrist line currently under construction.

Work has started on the single-track line linking Rothrist and Zofingen known as the "Kriegsschlaufe" ("wartime loop"). After completion in 2004, this cut-off will enable Bern-Luzern trains to use the new Mattstetten-Rothrist line.

The SBB has taken over, with effect from 14th October, some of the locomotives and staff of the bankrupt Mittelthurgaubahn (MThB); the remainder, together with the Wil – Konstanz infrastructure, will go to THURBO AG which becomes a legal entity on 15th December 2002 and will be 90% owned by SBB and 10% owned by Canton Thurgau.

Work has started to build new workshops at Olten, which will take on overhauls of all passenger – carrying stock.

With effect from 14th October 2002, the former MThB/Lokoop locomotives Ae 477 900 – 913, 915 – 917, 930 have been renumbered Ae 411 001 – 018 in the SBB series, whilst Re 486 651 – 656 have become Re 481 001 – 006. Ae 476 012 (formerly SOB Ae 476 468) becomes Ae 012 042. All are allocated to SBB Cargo. It is believed that the Red Arrow

The electric power depot near Goldach, the morning after the flash flood.  
Taken from the train to St Gallen, 1/9/02 by Malcom Hardy-Randall



"Churchill-Pfeil" will go to the SBB Historic fleet.

SBB has placed an order with Stadler for 42 low floor, air-conditioned, 4 unit articulated EMU's to enter service from autumn 2004. Designated 'Flirt' by the builders, their initial allocation will be 12 (RABe 523 000 – 011) to the newly approved Zug S-Bahn system, followed by 30 (RABe 521 000 – 029) for the Basel S-Bahn network of which 10 will be required for the Wiesental line in Germany

The RABe 520 GTW2/8 units have entered passenger service on the Seetalbahn, which is closed as a through route for the autumn to allow route modernisation to take place.

Re4/4<sup>II</sup> 11160 has been fitted with air-conditioned cabs for trial purposes.

Failures on the ETCS cab signalling on the Zofingen – Sursee section of the Luzern – Olten line continue to be frequent, attributed mainly to transmission failures between the balises and the trains. Software reconfiguration has been carried out and seems to have reduced the failure rate.

A further 40 Class 482 have been ordered from Bombardier. 5 are due for delivery by the end of 2002, 20 by the end of 2003 and the remaining 15 by the end of 2005. These deliveries will see a number of movements of locomotives to and from the passenger and Cargo sectors as follows:

By end 2002 - 17 Re 460 Cargo to passenger, 13 Re6/6 (11601-11613) passenger to Cargo

By end 2004 - 23 Re 460 Cargo to passenger (leaving no Re460 with Cargo), 23 Re4/4<sup>II</sup> passenger to Cargo

By end 2005 - 17 Re4/4<sup>II</sup> passenger to Cargo

It is possible that when these movements are complete a start will be made on the on the withdrawal of the Ae6/6s.

### **Brünig**

Deh 120 010 has been broken up in a siding at Interlaken Ost.

Meiringen workshops is to reduce its staff from 42 to 22 by 2006.

### **Other Standard Gauge**

**bls** Just after midnight on Thursday 18th July a southbound freight train hauled by SBB Re4/4<sup>II</sup> 11342+ Re6/6 11676 ran into a landslip just north of Heustrich-Emdthal

station. The resulting derailment also damaged the crossovers at Emdthal. Though services were interrupted all Thursday, with a bus link between Spiez and Frutigen. Single line service between Spiez and Heustrich-Emdthal was introduced on the Friday morning, with normal service resuming a week later. The Ae6/6 hire has continued through to late summer, with 11503 powering the 15 31 Brig – Basel as far as Bern on 29th August and 11403 working the 17 57 Bern – Interlaken Ost on 1st September. 11492 was scheduled to replace 11503 from middle September

The first two units from the second batch of NINA units were delivered to Bern Holligen on 26th July. These new sets are equipped with a toilet; these will be retrofitted to the first series after the end of the Expo 02 services at the end of October.

Be4/4 762 was retired from its Expo 02 diagram in early July after developing a defect, being replaced by a Re465.

On 25th September Ae 4/4 252 caught fire near Ostermundigen when working an Interlaken to Bern express. It is thought that this locomotive will not be repaired as all Ae 4/4 and 8/8 (except 251 which is to be preserved) will be withdrawn when the 10 Re 485 are delivered.

On 16th October NINA RABe 525003 starting off early from a red light at Kerzers hit an approaching Paris – Bern TGV. Both were derailed.

### **DIE POST**

#### **mittelthurgaubahn**

Following the collapse of the MThB, that company's contract to work Post services in north and east Switzerland has been taken over by the SBB. They have withdrawn the four Re 416 (Re4/4) locomotives, replacing them on the St Gallen service (which runs via the weight-restricted Weinfelden – Sulgen branch) by RBe4/4 railcars.



New catenary has been installed by Kummler & Matter. Sulzer Rüti Tmh 4, the only standard gauge diesel rack motive power in Switzerland was used on the works train.

### **DIE POST**

Ee 3/3 4 of 1962, in store for some years at Zürich, has been moved to Kaiseraugst for scrapping.

A landslip following heavy overnight rain blocked both lines on 1st September at Gübsensee between St Gallen Haggen and Herisau. One line was reopened during the day.

### **Metre Gauge**



Heavy rain in northeast Switzerland blocked both main AB routes on 1st September. The Gais – Sammelplatz and Gais – Altstetten sections were blocked by damage to the bridge under the curve at Gais station, preventing any rack-fitted units entering service on that day and incidentally suspending the service between St Gallen and Gais for good measure. The bridge was fit for passing units under caution on the following day, allowing a Gais – St Gallen service to resume. Through services to Appenzell did not resume until 5th September.

A slip on an embankment between Urnäsch and Jakobsbad blocked the Herisau – Appenzell section on 1st September; service resumed on 2nd with trains passing the section at extreme caution and with goods trains barred. The section was completely closed from 6th (i.e., after the St Gallen line reopened) to 11th September for the bank to be rebuilt.

### **AB / MOB**

The Italian contractors for the construction of three low floor-driving trailers for the AB, Costaferrovia of Costamasagna, have been declared bankrupt. RJ Bahntechnik at Biel/Bienne will now build the trailers as part of an eight vehicle order to be shared with the MOB. Control gear will be installed by the MOB at Chernex works.



A landslide near Palegnedra blocked the line between Intragna and Camedo on 17th and 18th July.

### **Ferrovia Lugano-Ponte Tresa**

An additional coach, similar to those added to RBS 41 – 60, has been added to Be4/8 21 - 25 which now become Be4/12 21-25.



From 2003 MOB will lose its

freight traffic. SBB has terminated the contract with MOB to transport cement from Montreux to Gstaad and household refuse from Saanen to Zweisimmen. Bhe 4/8 302 has received a special overall livery for "Marmotte Paradis" on the Rochers-de-Naye.

Damage to the lower Cavagliascobach viaduct caused the suspension of Bernina Line services between Cadera and Poschiavo on 15th July. A minibus service was all that could be provided across the break itself, with through passengers being bussed all the way from Poschiavo to Pontresina. The old bridge, which dated back to the opening of the line, was blown up and replaced by a temporary bridge assembled from parts originally built in 1936 that had been stored at Castrisch. The line reopened in early August, a permanent replacement structure is scheduled for construction during 2003.

The "Engadin-Star" (Landquart - Vereina - St. Moritz) train is to be discontinued due to poor patronage although the name will be retained for a combination of trains on the route.

An Arosa line train struck a landslide between Litzirüti and Langwies on 1st August, derailing the diving trailer. The line remained blocked until 12th August.

A new 15.5m-turntable has been installed at Sumvitg-Cumpadials which will be used to turn trackwork machines into the working direction as well as for occasional steam trains.

The last hospital train exercise in conjunction with the Swiss Army took place in June 2002; the future of specially adapted coaches B2211 – 2218 must now be in some doubt.

Ge 6/6 1'701 has received rectangular headlights and new cab windows similar to those on 704

A "new" dining car, WR 3813, has been built from A 1211 of 1931. It is in Gourmino blue livery.

18 new 42000 litre bogie tank wagons, Uah 8101-8118, have been built by Josef Meyer of Rheinfelden using parts from Uah 8155-62/73-82.

### **Other narrow gauge**

#### **WengernalpBahn**

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

## Trams



The diversion of Routes 10 and 11 via Basel Bahnhof has seen a 10% rise in business.

## Bernmobil (formerly SVB)

It is hoped to start construction work in 2004 on the new "Tram Bern West" which will replace trolleybus routes 13 and 14.



The necessary infrastructure work started on 26th August on the next extension to the tramway network in Geneva. This section will run from Plainpalais to Lancy via the route des Acacias. This route is currently covered by trolleybus 4. The road works will probably last a couple of years, and the line will eventually link up with the current terminus loop at Pallettes. Work on the extension to Place des Nations along the Rue de Lausanne is currently well underway but track was still not yet in place in August.

## Heritage / Historical

### Lokoop

Ae477 905 has been repainted into a Wagon-Lit style blue livery to work with the Nostalgie Orient Express. If not available, two MThB Re 416 (SBB Re4/4 I) were substituted, but these have been withdrawn by the SBB

### SBB / BLS

TEE set 1053, hauled by Ae6/8 206, was moved from Spiez to Bönigen Works for internal refurbishment on 30th July.

### SOB

A private group is restoring Ex SOB *Glaskasten* ABe4/4 5.

Following the merger of the SOB and BT, there are now two serviceable Be4/4 locomotives in the fleet. 14, in the brown livery originally applied by Oswald Steam at Samstagern, is now the normal historic locomotive. 16 is available for work but is more often to be found shunting at Herisau or St Gallen Haggen. Be4/4 "BT-12" has been sold to a private individual in eastern Switzerland

## AB

The 'Klassiker' formation, normally formed of BCe4/4 30 (restored from ABe4/4 42) of 1988 and Ck 39 of 1889, have been used on a return working between Gossau and Wasserauen on Sundays during the summer. These were open to the public on payment of a supplement. It is expected that these workings will resume next summer.

## ASm

Bt 152, ex BTI, which has been stored for some time and is no longer needed, has been given to a group of Solothurn railway enthusiasts for use as a club-room at Rüttenen

## SBB-Brünig

Historic vehicles He 4/4 I 1992 and As 101, now owned by the association BNB, have had to vacate Alpnachstad shed. They were hauled on 8th September to Post owned track in Luzern by LSE De4/4 122 (itself an ex Brünig locomotive) using open access arrangements.

The JungfrauBahn have fallen into American hands, after troubled insurer, Swiss Life, sold its 27 per cent stake in the company. US investment group, Global Equity SA, now owns the largest single stake - 22% - in Jungfrau Holdings SA. Berner Kantonalbank and BKV FMB Energie AG bought the majority of Swiss Life's shares and now own 16.5% and 7% of the company respectively.

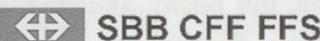
But the 3% bought by Global Equity, run by Ron Langley, makes the American company the largest shareholder.

Supplied by SwissInfo

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

## Brian Hemming

## STOCK CHANGES



### May 2002

New: Tm 234 119-121

Withdrawn: Te<sup>II</sup> 83/5 Tem<sup>I</sup> 26/7 Tm<sup>I</sup> 451/66 Tm<sup>II</sup> 732/71

Rebuilt &/or renumbered: Re6/6 11642 to Re 620 042 Xs 955 6 5212 to XTms 40 95 88 003

### June 2002

New: Tm 234 122-24

RABe 520 002

Re 482 000-09

Withdrawn: Te<sup>I</sup> 91

### July 2002

New: Tm 234 125-28

Withdrawn: Te<sup>II</sup> 75/8 Tem<sup>I</sup> - 270 Tm<sup>I</sup> 442/89 Tm 235 002 Re4/4<sup>II</sup> 11382 (fire)

### August 2002

New: Tm 234 129-30 RABe 520 001/3/4

Withdrawn: Te<sup>II</sup> 81 Tem<sup>III</sup> 321 Ee3/3 16347 XTm 91551, 96218

Livery changes: Re 620 042 New red and blue Cargo livery