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John Jesson concludes his series on the Eras with nos. IV and V bringing us right up to date from 1970. Once again we are indebted to the SVEA for permission to reproduce the photographs from their archives.



The RABDe 8/16 multiple units were intended to replace loco-hauled local trains and the older railcars in the Zürich area. The design was not continued beyond the four prototypes however; the Zürich area services instead being developed into the S-Bahn network worked by the class 450 and double-deck sets. Their violet-and-yellow livery, whilst not being, perhaps, the most attractive colours imaginable, did make the units readily identifiable. This one was photographed between Wallisellen and Dietlikon in the summer of 1986.

Photograph courtesy *Eisenbahn Amateur*.



The two liveries carried by the Bm 6/6 are seen here side-by-side. On the left is 18501 in Era III/IV brown, with cab-side ownership letters and a cast number plate. On the right is 18503 in Era IV/V red. The ownership is now shown on the underframe in all three languages, and the cab-side number is painted.

Photograph courtesy *Eisenbahn Amateur*.





The development of the Trans Europe Express network in the 1960s required those services to cross frontiers without the delays usually encountered. The Swiss were at the forefront of the introduction of trains able to avoid the need for locomotive changes, firstly with the introduction of the RAM diesel-powered units (developed in conjunction with the Dutch), then with the 4-system RAe electric units. Both were painted in the red/cream TEE livery that exemplified luxury travel in the late 60s and 70s. This photograph of both classes together was taken at Wollishofen in 1975, where the RAM was stabled after withdrawal.

Photograph courtesy *Eisenbahn Amateur*.



As railways have become cleaner environments, so have colours become lighter. White is now a common "colour", and is the main feature of the livery of the ICN. The photograph shows the prototype on test in the Rhône valley. Ownership is very clearly displayed in three languages, while the dark window band disguises the windows themselves.

Photograph courtesy *Eisenbahn Amateur*.