Zeitschrift: Swiss express: the Swiss Railways Society journal

Herausgeber: Swiss Railways Society

Band: - (2003)

Heft: [1]

Artikel: Illustrating the eras [end]

Autor: Jesson, John

DOI: https://doi.org/10.5169/seals-855128

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: 12.08.2025

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

John Jesson

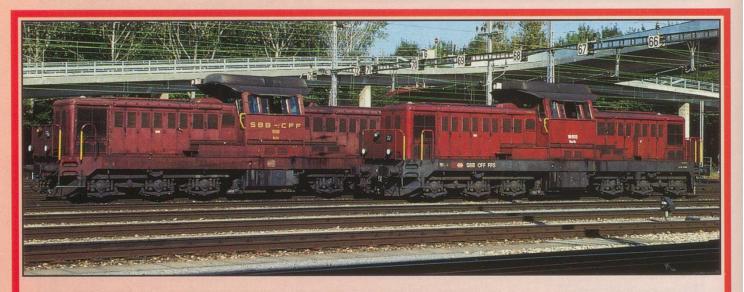
ILLUSTRATING THE ERAS

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 70j22 s. 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.