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INTERNATIONAL

An addition to the list of vehicles to be fitted with ETCS level 2 equipment in the last Swiss Express are DB 185 101 – 110.

RABe 524 001, the first FLIRT unit equipped for 15kV AC/3000V DC working for the TILO services, moved to Chiasso for trials on 12th June.

The four-car FLIRT units for the 'Seehas' Konstanz – Singen – Engen service took over full responsibility from the old MThB RBDe units of series RBDe 566. Numbered RABe 526 651 – 660, they are owned by SBB despite carrying numbers in the THURBO range.

Type approval is underway for the low emission JTW 42 GM diesel design (British Class 66) using Mitsui Rail Capital Europe JT 2.

SWITZERLAND



SBB CFF FFS

At midday 6-9-06 a tunnel boring machine broke through into Faido multi-function station, having drilled 13.5 kms from Bodio in 4 years as part of the 54 km long Gotthard Basis Tunnel. Deviation: horizontal 5 cms and vertical 2 cms. The event was viewed by approx 1000 guests of Alp Transit.

Basel Dreispitz station, located between Basel SBB and Munchenstein on the Delémont line, opened on 24th May. It is served by trains on Basel S-Bahn Line S3.

The branch from Busswil to Büren an der Aare was closed from 6th March to 20th May for remodelling, reopening effectively as a single track siding controlled from Lyss. At Büren, a stop block prevents access to the closed line to Solothurn.

On 9th and 10th June, Swiss Express livery Re4/4II 11108 and 11141 were used in multiple on Gotthard line EC and EN services; on the night of 10th June, 11109 was added to provide triple headed Swiss Express power for EN 304, 20.40 Roma Termini – Zürich Hbf. On 28th June, 11141 was working EC 164 Kaiserin Elizabeth,

06.22 Salzburg – Zürich, between Buchs and Zürich Hbf.

The first RABe514 units entered service on the Zürich S14 route on 29th May during the midday off peak period, with four units available for traffic.

The Gotthard motorway was blocked by a rock fall near Gurtellen from 31st May until 30th June, when a single rock fall blocked both the motorway and the cantonal road up the Reuss valley. The SBB provided extra capacity by running relief trains on the Gotthard line, using such diverse formations as Ae6/6 + 13 or 6 car RBe540 Pendelzug set with 3 extra coaches and a Re4/4II as assisting loco at the rear. The Brig – Iselle car-carrying service was increased to an approximate 45 minute service interval by hiring in a BLS set. Much road traffic made its way through the San Bernadino road tunnel despite road works on that route, upsetting Canton Graubunden inhabitants in the process by bringing extra contaminants to the valleys.

SBB / RhB

The rearrangement of tracks at Chur is now complete, with the Arosa tracks repositioned to run adjacent to the station building and numbered tracks 1 and 2. Tracks 1 to 8 have been renumbered 5 to 12, with the new metre gauge platforms on the west side of the station numbered 13 and 14 – these platforms don't have direct access to the post bus station. Locals to Ziegelbrücke now reverse in a bay road, track 4, adjacent to the new station building on the site of the old goods shed. Some of the labelling in the post bus station still refers to the old track numbers, particularly in the lifts!



Die Zentralbahn.

→ Luzern Engelberg Interlaken

The Luzern – Interlaken through service requires seven locomotives, with an eighth on summer weekends. To allow repairs to the eight strong HGe101 fleet, it is normal to diagram a De110 for one of the

Interlaken – Meiringen diagrams, which do not require rack equipment. On 8th June and 7th July old engines worked both Interlaken – Meiringen diagrams, with Deh 120 008 and 011 appearing in June and two De 110's in July.

Of the old Pendelzug sets, one is spare at Meiringen while three (normally powered by LSE 121 and 122 and a SBB De110) are in regular use out of Luzern.

HGe 101 962 was taken to Engelberg on 6th June by LSE BDeh 4/4 5 and 2, to test whether the engine could negotiate the 70m radius 'Bodenkurve' between Gharst and the terminus. Although 10 metres below the engine's designed minimum radius, the test was successful.

bls

On the morning of 17th May, a works train formed of Tm 235 099 and five ballast wagons (c. 300 tonnes) returning from Blausee to Hondrich lost control on the 17‰ gradient outside Frutigen. Although Spiez control centre was alerted by radio, the runaway could not be brought under control before it ran into another works train at Dürrenast as a speed of 68kph, killing the three members of the train crew. Apparently, it was not felt possible to route the runaway along the Simmental line because it would have derailed on the turnout, which is only rated at 40kph. It is understood that the runaway occurred because the train line air pipe between the locomotive and the lead wagon was isolated, leaving the locomotive with completely insufficient brake power to stop the train by itself. This is the worst train accident in Switzerland for 12 years.

The engines damaged in the collision outside Thun on 28th April, Re465 014 / 017, moved to Winterthur for repair on 19th June. BLS have hired two Re4/4II from the SBB as replacements and deployed them on the Bern – Langnau – Luzern service.

Trial running started on 6th June in the Lötschberg base tunnel, using Re465 001. The current line limit of 120 kph is planned

to be raised to 200 kph in October. From 18th June, Spiez control centre took over control of the signalling at Gampel-Steg on the Rhône Valley line.

Oey-Diemtigen station fully reopened on 28th May as scheduled, allowing full Simmental line services to resume after the damage sustained in the August 2005 floods.

BLS - RM

Following the companies' merger, maintenance of all RBDe units, diesel tractors and goods stock will be taken on by Oberburg Works, with Bönigen taking on hauled coaches and modern EMU's (NINA and GTW). Spiez works will take on all electric locomotives.



RBe 540 074 has been bought from the SBB to replace RBe 4/4 205 (ex 540 074), which has proved beyond economic repair. The new unit arrived on 22nd May, replacing hired-in unit 540 072, which on 17th May worked to Einsiedeln (SOB) and return.

OC / SZU

The OC have purchased 1950's Uetliberg unit Be 556 513 + Bt 112 from the SZU. The unit was moved to Stadler at Winterthur on 19th June to allow the necessary modifications (such as moving the pantograph from its offset position) to be made.

THURBO

Diesel GTW Bm596 671 and 672, in long term store over technical problems, were moved from Winterthur to Rorschach on 8th June by Re4/4I 416 628. Te 3 was in store at Rorschach on 5th July.

The RBDe566 units released from the Konstanz – Engen service moved to Romanshorn on 10th July. These will be converted to standard 'Kolibri' format and transferred to the SBB.

Nick Freezer

THURBO / TPF

The four old MThB ABDe units in store at Romanshorn were moved to Spiez on 22nd June. Unit 611 then moved to the TPF to replace defective sister unit 613, while 612 was to go to the 'Verien Historische MThB' group. 614 and 615 are to be stripped and broken up.

Rhätische Bahn

One passenger diagram in the summer timetable on the Albula line has been covered by a Ge6/6II locomotive.

The RhB is concerned about a Confederation policy which requires the company to make infrastructure maintenance economies over the next three years. Many of the bridges are approaching their renewal date, especially the steel girder bridges on the Arosa section, and the management has warned that this policy may lead to line closures.

RE 1642, the high summer 10:00 Tirano – St Moritz semi fast service, has been diagrammed for two ABe4/4 3x units. On 3rd July, 98-year old ABe4/4 31 + 32 duly worked the train.

Gmf 4/4 242 and 243 are being equipped with magnetic track brakes to allow their use on the Bernina line.

Reichenau-Tamins station is being rebuilt with raised platforms, the old shelter having been demolished. This reconstruction was observed to cause an unexpected 'stuck door' delay on the afternoon of 2nd July, when the 17.05 to Disentis attempted to restart, only for the plug door on the leading refurbished centre entrance LS B to jam on the new platform edging block as they attempted to close!

There are restrictions on the operation of the new panoramic fleet, with warning notices displayed inside the new coaches. A journey on the main Bernina Express from Tirano on 3rd July was marked by APi 1302 running with the PA equipment

out of order throughout, followed by the air conditioning failing after a long wait at Preda for a late running Glacier Express; passengers in the affected coach were refunded their supplements on the spot and offered seats in the other, fully functioning first class coach. It is hoped that this was an isolated occurrence! The conductor also provided on the spot advice for passengers who had missed their forward connection from Chur due to the late (around 15 minutes) arrival there.

Corridor connections are being fitted to the Aussichtswagen fleet.

AB – TB – RHB – RhW

The formal amalgamation of the four railways serving the Appenzell Cantons took place on 1st July, under the title 'Appenzeller Bahnen'. The headquarters is located at Herisau. On 5th July, all of the three absorbed lines' stock, with the exception of TB Be4/8 21 in advertising livery, carried the branding 'Eine linee der AB Appenzeller Bahnen' in addition to the line name. AB Ge4/4 1 is the first of that line's vehicles to carry the new AB Appenzeller Bahnen branding.

Work has started on a new depot at Heiden, which will maintain both the new RHB units and the local Postbus fleet.

MVR

Rochers de Naye line Bhe4/8 303 has been given an all-over advert for the Montreux Christmas Market.

CJ / BOB / LEB / NStCM

CJ livery twin unit BDe4/4 601 + Bt 702, which moved to the BOB in 2003 for use on the never built branch to Interlaken Mystery Park, is to move to the NStCM line. However, the set has stopped off en route at the LEB as cover for a unit damaged in a collision with a road vehicle!

TRAMS VBZ

Unit 3010 was delivered by rail in early July, the first production Cobra to arrive at Zürich in that way. The new trams will be used on Routes 4 and 9.

HISTORIC BC

Tm2/2 1 has been acquired from the MOB.

DFB

An open day was held at the Chur workshops on 10th and 11th June, centrepiece being newly overhauled HG3/4 4, with MGB HGe4/4 33 working specials on the RhB on both days. No. 4 was then moved to Realp by road, undertaking its first trial trip on 21st July.

SBB Historic

To celebrate the 80th birthday of the Ce6/8III series Krokodils, a special train was run on 1st July, originating from Rapperswil (behind Be6/8III 13302) and Olten (with Ce6/8III 14305), the two trains combining at Arth-Goldau and running to Erstfeld. At Erstfeld, the train went forward to Göschenen behind Ae8/14 11801, while the 'Kroks' were displayed outside the shed with Ce6/8II 14253 and Ce6/8I 14201.

Brian Hemming



SBB CFF FFS

STOCK CHANGES

MARCH 2006

New:

Re 482 038, 039 RABe 521 019 RABe 526 651, 652* Am 843 022, 023

Withdrawn:

TemIII 287/94 TemII 364 TmII 614/26 Ee 934 552

Renumbered

Re6/6 11635/68 to Re 620 036/68

On loan

Re 474 017/8 to FNM Cargo, Milano

APRIL 2006

New:

RABe 526 653 - 655*

Withdrawn:

Em3/3 18839

MAY 2006

New:

Re 482 040 - 042 RABe 521 021 Am 843 024

Withdrawn:

RBe 540 074, 079

Disposals

RBe 540 074 to OeBB

JUNE 2006

New:

Re 482 043, 044 RABe 521 020, 022 RABe 526 656 - 659* Am 843 025

Withdrawn:

TemIII 288 TemII 333/42/45/46/62 TmI 470 TmII 711 Ae6/6 11408

Em3/3 18834

**RABe 526 651-659 were ordered by SBB GmbH (Germany) for the Konstanz - Singen - Engen service and will be operated by Thurbo.*

NOTEPAD is compiled by Nick Freezer.

Send your observations direct to Nick.NJFreezer@aol.com