

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2007)
Heft: [3]

Artikel: Swiss reliability
Autor: Adams, David
DOI: <https://doi.org/10.5169/seals-854749>

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: 27.03.2026

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

SWISS RELIABILITY

David Adams

I suspect that Switzerland and the failures of locomotive and/or points will normally have absolutely no association in the minds of those with considerable experience of travelling on the Swiss rail network which has had an enviable reputation for efficient and reliable train services over many decades. However, I do detect on my more recent visits that cracks are starting to appear in the system.

For example on the 13th June 2006 I joined the 07.32 from Erstfeld headed by Re4/4 No. 11234. This train made an unscheduled stop at the next station, Altdorf, where the train terminated due to locomotive failure. The following S3 "Flirt" local service to Luzern picked up all the passengers and that journey was more

reminiscent of the rush hour in London. Loco No.11342 was hired in from SBB-Cargo to take up the later duties of 11234's diagram.

While one would like to think that this is a very rare occurrence in Switzerland, the following day a friend suffered a similar fate when 460 094 failed at Romont with the 15.45 from Lausanne. He eventually arrived in Bern on another service and joined the 17.36 BLS departure to Luzern only for 42507 to be declared a failure before departure. Two "Nina" sets ran in lieu, also resembling a London rush hour train. That same day my train stood outside Olten for 24 minutes due to a points failure!

Are these incidents just an unfortunate coincidence, or have the Swiss adopted a

maintenance regime more akin to the UK style in a quest to reduce costs? I certainly hope the former - or will other members' experiences support the latter theory?



Sisikon, the overcrowded interior of Flirt unit 523010 after picking up passengers from the failed train.

Altdorf, passengers at Altdorf waiting rescue after the failure of 11234

