

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2007)
Heft: 76 [i.e. 92]

Rubrik: Notepad

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: 09.12.2025

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

of the valley road was not to be tolerated. Buses took over, and still provide the service today. Many relics have been on display in the Restaurant Sonne, at Engi, and these will form the basis of the museum which will be in the bus garage at Engi - but eventually at Elm. A committee has been formed, items gathered, and the first meeting of the association was held on 23rd October 2006 at the Hotel Schwanderhof, Schwanden. This is right beside the track of the old line and today is the bus departure point. The plan is to have the museum open during the summer only, at least for the start. Some of the rolling stock of the SeTB is still extant, and in the longer term, this may be brought to the valley too. The society is growing, and welcomes new members. If you are interested, contact Ernst Leutwiler on eisenbahnverlag@bluewin.ch. There is a fascinating film of the SeTB on Herr Leutwiler's video "Historische Schweizer Bahnen", which is available from The Signal Box 1 Albion Street, Anstey, Leicester LE7 7DD 0116 236 2901. Email signal_box@talk21.com. Information supplied by Ron Smith.

- Following-on from the item in the September edition on the EuroShuttle operation we have been informed that since August 2006 that company and the "Red Trains" are now owned and run by the Zurich-based Hangartner organisation. www.hangartner.com Information from Paw Samson at Hangartner Danmark A/S.

- The RhB has recently announced the first of a massive series of rolling-stock orders that will result in the majority of their services being operated by state-of-the-art EMUs. This move away from conventional loco-hauled operations is partly to keep up with the need to offer their passengers a high quality travel environment, and also due to the fact that manufacturers are no longer prepared to build small quantities of metre gauge locomotives. We hope to report further on this development in future editions of Swiss Express. However, the message is if you wish to see loco hauled main line metre gauge trains you should not delay your visits.

- A member notes that BLS are running specials through the new Lötschberg base tunnel from Bern to Brig called the NEAT EXPRESS using first-class stock at a supplementary cost of SFr 10 each way. The trip takes about 12 minutes from Spiez to Visp.

INTERNATIONAL

CIS

The first Pendolino Due unit, ETR 610 001, was towed from Chiasso to Biel on 5th July for approval tests.

SBB / SNCF

SBB Cargo has commenced moving timber from Pontarlier (SNCF) to the new Stallinger sawmill at Domat-Ems.

Loadings on the Zürich – Paris TGVs are already exceeding the planned capacity of some workings. To reduce loadings in Switzerland, the morning service from Zürich (Train 9294 at 07.02) is now for passengers to France only, with a relief train run in advance for internal passengers.

SWITZERLAND

SBB

On the night of 26th June, a Cargo Express train from Zürich Mulligen to Chur collided between Wädenswil and Richterswil with the crane jib of Tm 234 005 which was working on the other track. The tractor and one wagon were derailed, while train locomotive Re4/4ⁱⁱⁱ 11362 was damaged. The line was completely blocked until midday the following day, with the second track not reopening until the day after. Zürich – Chur express services were diverted via the Romanshorn avoiding line.

More bad weather on the evening on 8th August severely affected Swiss Railways, closing many lines temporarily. The last line to reopen was the section between Payerne and Grolley on 22nd August, which had previously been closed after the June floods between 22nd June and 6th July. However, the main line between Bern and Fribourg, which was blocked by a landslide on 8th and 9th August, then closed completely on 19th August after an embankment between Wünnewil and Flamatt was undermined and slipped by up to 48cm over a 150m length. The line was blocked until 24th August, during which time passengers were diverted via Neuchâtel.

A halt opened at Le Crêt du Locle (Le Locle – La Chaux de Fonds section) on 27th August, almost on the site of the station closed in 1995; it is served by all trains on the line, including SNCF Besançon – La Chaux de Fonds DMUs.

The Mattstetten – Rothrist NBS section was passed for 200 kph operation from 29th July, the highest permitted speed on the Swiss

network. The spur from Wanzwil to Solothurn remains passed for 160 kph operation only.

Late news: Re4/4^{II} 11141 has been reported as withdrawn in September. This is the first normal withdrawal of a member of the class; previous withdrawals have all been been accident victims.

SBB/MThB

Bm596 671-3 together with former SZU Bt 231 and 232, which have been sold to the Italian leasing company Railconsult, were hauled in July to Chiasso where they stayed for several weeks before moving on to Italy.

bls

The operation of IC 1077 through the Lötschberg base tunnel has not been guaranteed, presumably due to inability to provide suitable stock. As an alternative, the tunnel ETCS test train which has been running from 19th June was made available for public use from 15th September until 16th November, providing 2 round trips between Brig, Visp and Spiez (Brig and Bern at weekends). The train, being formed of EW IV A's between the Re460 and Bt, only provided first class accommodation. On weekends, the MGB have been operating services from Zermatt and Saas Fee to connect from the morning train from and into the evening train to Bern.

Over 1000 goods trains passed through the base tunnel in the first 37 days of operation (19th June to 25th July)

The BLS has ordered 10 new TRAXX F140MS locomotives from Bombardier. They will be similar to the existing 485 class but will be capable of running on 3000v DC in Italy as well as being equipped to run in Switzerland, Austria and Germany. Delivery will start in November 2008.

A freight hauled by 187 and 170 passed a red signal at the exit of Biel yard and collided with another freight hauled by 184 and 175. It has been suggested that all four locomotives, which were seriously damaged, will be written off.

CR

The Board of Directors and shareholders of Crossrail and Dillon & LeJeune Cargo of Antwerp, Belgium have announced their intention to merge the two companies to form an integrated entity which will be co-owned by the investment group Babcock & Brown and the DLC founders. It will be based in Switzerland and operate under the Crossrail name.

Crossrail have leased Bombardier - built Class 185.5 locomotives 185 578-581 from CB Rail which is also owned by Babcock & Brown.

SOB

The new FLIRT units (526 041-051) eventually entered passenger service on 12th July on the St Gallen, Uznach service, followed by Wil - Nesslerau-Neu St Johann. Services between Wädenswil and Einsiedeln were not turned over to the new units until August.

AB

Original Appenzeller Bahnen units BDe4/4 31-35 and driving trailers ABt 131-135 have had their running numbers increased by 10 to avoid clashing with Trogen units 31 and 32. At the same time, the 'adhesion' trailers have been renumbered into the 241-248 series.

Ex-SGA ABDeh4/4 6 has been sent for scrap, making its departure from the line via Altstätten Bahnhofstrasse, part of this car's route until the closure of the Altstätten town tramway in 1975. On a happier occasion, a train of the former Altstätten Gais Bahn (CFeh3/3 2, C 13 and K 104) was displayed in Altstätten Marktgasse as the centrepiece of a festival on 11th and 12th August.

BDWM

Fourteen three section, part low floor, articulated Treibwagen have been ordered from Stadler. These will displace BDe4/8 21-25 of 1993, which will be sold to the WSB.

CJ / NStCM

CJ BDe4/4 607 has been sold to the NStCM as BDe4/4 232 to work with already acquired BDe 231 and Bt 331 on school trains. The only metre gauge passenger vehicles remaining on the CJ from the 1952 batch are 603, 608 and Bt 704.

The CJ continues to move timber traffic from various locations along the line to Glovelier for transfer to SBB Cargo services. Exceptionally, the loading point at Pré-Petitejean is in the La Traction sidings, and the wagons are shunted by a La Traction steam engine as necessary! Because of the 111m length of the loop at Combe-Tabeillon reversing station trains are normally worked in two portions with two traction units.

GGB

H2/2 3002 is plinthed on a roundabout at the junction of the Saastal and Mattertal roads near Stalden.

MGB / SBB Historic

The Gotthard 125 celebrations in July and August were centred on the goods yard at Göschenen; to help visitors get there, the long disused MGB link line was reactivated. This is likely to be that line's last use before abandonment.

Rail exhibits included Ed3/4 2 (ex SMB) and OeBB E3/3 2. These arrived at the site on 1st July behind Ae4/7 10997.

MVR

The MOB works at Chernex have broken up long-term stored Rochers de Naye units 205 and 208. In compensation, Chernex works is assembling a fifth twin-unit railcar for the Rochers de Naye line.

RBS

Seven low floor, three section ABe4/12 units have been ordered from Stadler.

RhB

With reference to the item in the last issue about operation at Chur (CAB), the procedure of trains from Arosa arriving in track 2 and running round via the Engadinstasse crossover is not the normal practice; rather, trains normally arrive in Track 1, draw forward into the exchange sidings to run round and depart from Track 2.

The fleet renewal programme reported in the last issue will see the end of all 10 Ge4/4' (601-610) locomotives and the 9 ABe4/4" (41-49) Bernina line railcars.

Morteratsch station is being rebuilt, with the loop being extended towards Pontresina.

SSIF

New 4 car panoramic multiple units built by Co.Ri.Fer. with Skoda electrical equipment are ABPe 81-83. They are of similar outline to the rebuilt ABe8/8 24.

AAR / WSB

BDe4/4 17 has been refurbished and returned to service in a provisional new livery. It has a restyled interior and one of the driving cabs has been removed.

TRAMS

VBG / VBZ

To accommodate VBG Line 12 services, the terminus of VBZ Line 7 at Stettbach is to be

rebuilt with a larger radius turning circle.

The prototype Cobra units Be5/6 3001 to 3006 are to be brought up to production standards in due course.

HISTORIC

VHE / DBB / bls

As part of the 'Slow Up Emmental' day on 9th September, an hourly service was provided between Ramsei and Huttwil between 10.00 and 18.00, with one electric and four steam locomotives in service.

SEHR

The first public train from Stein am Rhein to Etzwilen ran on 1st August.

DFB

This group has acquired VZ HGe4/4 16 and have moved it to store at Gletsch.

EISENBAHMUSEUM KERZERS

This museum has acquired long-term stored Rowan train He 6 and B 21 from the Jungfraubahn.

SHEDMASTER

SWISS FEDERAL RAILWAYS - STOCK CHANGES

May 2007

New:

RABe 514 018, 019, 021
RABe 524 004, 005

Withdrawn:

Tmⁱⁱ 617/59/94, 743,50,60
Tm 235 010

June 2007

New:

RABe 514 020, 022, 023
RABe 524 001

Withdrawn:

Nil