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## INTERNATIONAL

### CIS / ITALY

There is still no sign of implementation of the full Cisalpino timetable, which is not expected now before 2010. Initial deployment of ETR 610 units is likely to be on the Genève – Milano – Venezia axis, as this minimises the amount of curved track to be traversed in Switzerland!

Timekeeping remains an issue, particularly on the Zürich services with the extensive single track sections between Arth-Goldau and Thalwil. Statistics for the first half of May indicate that CIS 22 (17.10 Milano Central – Zürich Hbf) was an average of 40 minutes late, being on time at Zürich only once and over an hour late on six occasions.

Over a 15-day period on the Lötschberg route, five CIS trains were diverted via Kandersteg due to late running on their part.

Regular relief trains are running in Switzerland to balance stock and provide cover in case of unexpected failure; for example CIS 19 (13.09 Zürich – Milano) has a relief ICN to Lugano which leaves Zürich at 13.06 which causes further issues because the two trains both have to cross the Zug S2 service at Walchwil, stretching reliability on that section even further.

## SWITZERLAND

### SBB

On 20th April, SBB issued an invitation to tender for 59 new train sets, (20 200m long IC sets with restaurant, 30 200m long IR sets with minibar, and 9 100m long IR sets), for delivery by the end of 2019. Maximum speed would be 200 kph, with traction packages to be organised by the supplier. The sets should be capable of operation in Germany, Austria and under 25kV in France.

Ae6/6 locomotives remain active in summer 2009, but at a reduced level, putting in appearances on local goods trains over the entire area bordered by Lausanne, Basel, St Gallen and Luzern. From 14th June, there are 37 diagrams for 68 serviceable locomotives. The engines stored at RB Limmattal have been moved to Biasca, with the remainder of the fleet being stored at Biel and Muttenz.

On Thursday 25th June, SBB Cargo Re 421 397 put in an unexpected appearance on Train 2188, 15.45 Locarno – Basel, as far as Luzern.

For the Luzerner Fest on 27th June, 26 extra trains were provided for return traffic between 23.14 and 02.36, with seven booked to leave between 02.30 and 02.36 (to Giswil, Beinwil am See, Huttwil, Erstfeld, Stans, Olten and Baar). At

least one Zürich DPZ unit put in an appearance at Luzern, working in from Baar at 13.12. All five varieties of FLIRT unit (Types 520 – 524) can be seen working out of Luzern this summer, together with standard Kolibri units on the S3 to Brunnen and BLS (ex RM) NPZ sets on the S6 to Langenthal.

In the early afternoon of 23rd April, an Ee3/3 locomotive shunting an SNCF local train derailed at Genève on a double slip, taking three platforms out of commission. A reduced service was operated from Lausanne until late on the 24th.

The Domino units (modernised Kolibri units) received provisional approval for operation by the BAV in early April, initially for the 3 car RegioAlps and 6 car Glarner Sprinter groups. Both Glarner Sprinter units were available for traffic from 14th June; on 23rd June, one original and one refurbished unit were stabled at Zürich Hbf.

### SBB Cargo / RTS

Gravel from the works near Kehrsiten on the Vierwaldstättersee is now being barged to Flüelen for transhipment to rail as the existing transhipment point at Luzern is working to capacity.

SBB Cargo have started trials of a Pendelzug train to carry gravel between Wangen an der Aare and the tunnel works at Zürich Hbf; three container flats are flanked by an Re4/4II and a Cargo Sprinter motorised Treibwagen (ex DB BR 691) which itself carries two containers. The train length is restricted by the unloading point at Zürich Hbf.

A second Cargo Pendelzug train is being trialled by Railogistics, this being two or three container flats between an RTS Re4/4II and the other Cargo Sprinter Treibwagen. The planned route for this train is from Felsberg (GD) to Härkingen (near Daillens) and return on weekdays. Cargo from Felsberg is either containers for Heineken/Calanda Brauerei or postal containers from the parcels depot. The Treibwagen can be used to shunt wagons on the unelectrified sidings at Felsberg.

The Cargo Sprinters are classified as motorised wagons STmgmss-t and numbered 95 85 2 720 901 / 902.

On 19.12.2007, SBB announced an order for 21 electric shunting locomotives, to be delivered from July 2009 into 2010. Stadler Winterthur AG has developed the two-axle units for the SBB of which the first one was handed-over to the SBB on 3rd July. Its designation is Ee 922 and these machines will be based in Basel, Bern, Biel, Brig, Chur, Luzern, St. Gallen and Zürich, where they will be used for shunting activities for passenger services around these stations. Until the end of

# Nick Freezer

2009, the Ee 922 001 will be tested and evaluated, and Stadler will build another five machines. In 2010 the remaining 15 units will be delivered.

The Ee 922 has a Bo wheel configuration and 612 kW duration power. Its top speed is 100 kph. It weighs 44 tonnes and its traction effort goes up to 120 kN.

The concept of an electric shunter is very unique in Europe nowadays, which makes the Ee 922 a remarkable product.

## ZB

Work has started on the new approach to Luzern station, with the Mattenhof portal works being clearly visible from the train.

## BLS

BLS carried out tests in conjunction with Bombardier and the Swiss BAV on multiple working between Re486, Re485 and DB BR 185 on 19th / 20th March, both static and on the move between Frutigen and Kandersteg. Approval for working in multiple will allow BLS Cargo locomotives to pilot 185s over the Gotthard.

The use of Re465 / EWI Pendelzug formations on the Bern S1 service ended in mid June.

The branch from Sumiswald to Wasen in Emmental was closed to all traffic beyond the Ruwa siding from 12th May due to the condition of the infrastructure. The last train to reach Wasen was a special train organised by DBB headed by Ed3/4 51 (ex Bern Schwarzenburg Bahn).

BLS Netz, incorporated on 1st January 2009, took over BLS Alptransit AG (and thus responsibility for the Lötschberg Base tunnel) from 21st April.

## CJ / Travys

The CJ two-car Kolibri, now numbered RBDe 560 141 / Bt 941, is on long term hire to Travys to allow their two Kolibri to go away for refurbishment. Bt 941 arrived in February, 560 141 was delayed in Oberburg works and only arrived at Vallorbe on 16th April.

## RTS

This company has leased two Re4/4II, 11320 and 11321, from SBB to fulfil its Railogistics contract. Services between Niederbottigen and Brig for Coop and between Visp and Roggwil-Wynau for Lonza AG are powered by an Re4/4 hired from BLS; 164 was on hire in early June.

## SOB

Work is progressing on the remodelling of Wattwil station and the modernisation of the line towards Lichtensteig; by the end of June, a new island platform on the west side of the station was in use.

## TRN

The second FLIRT unit, RABe 527 322, arrived at Fleurier on 11th June, allowing the company to release its last NINA to the BLS.

## AB

Be8/8 21 and 24 from the Toggenburgbahn have been sold to the Rittnerbahn in the Italian Südtirol region, arriving there on 28th April.

## ASm

Until November, trains are terminating at a temporary platform in the Rötistrasse at Solothurn while the Bahnhofplatz is refurbished.

## MOB

The 'Train du Chocolat' (Montreux – Broc) now includes a Panorama driving trailer to simplify the reversals at Montbovon and Bulle. Normal motive power is GDe4/4 6003, carrying an appropriate advertising livery.

## RBS

The first NExT unit (Niederflur Express Treibzug) unit, RABe4/12 21, arrived at Worbauflingen from Stadler Altenrhein on 3rd June, and was launched to the media two days later. Carrying a predominately red livery, and following on from the 'Mandarinli' units of the 1970s, these sets are nicknamed 'Orangen'.

## RhB

A reorganisation of the passenger fleet has seen two of the Engadin Pendelzug sets being worked by Ge4/4I locomotives using Bt 1721 / 1722 as the driving trailers, while the Davos – Filisur shuttles have been turned over to Ge4/4III power with Bt 175x low floor driving trailers.

The Landwasser viaduct has been wrapped in red cloth for the summer while refurbishment work is carried out.

'Fliegender Rätier' B2301 of 1939 has been repainted into the latest livery.

## WSB

On 16th May the Gränichen town crest was unveiled on low-floor driving trailer ABt 51, with the branding 'Gränichen – Dorf zum Daheimsein'.

## URBAN TRANSPORT

### Bernmobil

Between 7th and 18th March the track at Helvetiaplatz was renewed and the old VBW terminal track remodelled. Tram routes 3 and 5 were withdrawn east of Hauptbahnhof, while RBS Line G trams were reversed on the Bernmobil depot fan at Burgenziel.

### BLT / BVB / VBZ

Stadler-built Tango BVB Be6/8 154 was evaluated by VBZ on Route 7 (Stettbach – Wollishofen) between 31st March and 7th April.

# NOTE PAD

It is now in service with the rest of the group on BLT Route 10 following evaluation on BVB Route 8 (Kleinhünigen – Neuwilerstrasse).

## TL

A journey on the m2 route revealed that each station has its own individual tune in the station announcement on the train's PA system. TL have noted that the system is already often at capacity.

## VBZ

On the afternoon of 29th April, a defect with a tunnel boring machine caused earth movement under the Bahnhofplatz. Tram services through the area were suspended for 24 hours until the ground was made safe.

## HISTORIC

### VHS

The museum celebrated its 50th birthday on June 27th by opening its new Road Vehicle building to the public. This includes a 'model railway' which is used to move the model car collection round the display area.

The erstwhile Uetliberg charter train, Ce2/2 2 and C2 41, redundant on its home line as there are no paths available for its operation, arrived at the Verkehrshaus on 23rd June and was immediately put on display outside the railway hall.

### BC

HG3/4 3 ex Furka Oberalp went to the CF Baie de Somme from 17th to 27th April to take part in that line's Steam Festival, allowing it to be reunited with former Chaulin resident E322 of the Reseau Breton.

### RB

23rd and 24th May saw a steam loco gathering at Arth-Goldau, featuring the three surviving VRB engines (7 from the VHS, 16 and 17, Ed3/3 4 Schwyz (DVZO ex SOB), E3/3 6, CZm1/2 31 (SBB Historic ex UeBB) and Ec2/5 28 Genf, which ran shuttle services to Immensee using the refurbished 'Spanisch Brötl Bahn' rake on the Sunday having arrived from Brugg via Lenzburg, Sursee and Luzern on the Saturday.

### SBB Historic

All active Historic motive power will need to be fitted with Eurobalises to supplement an ultimately replace the existing Signum equipment by the end of 2012; Biel Works have been contracted to carry out this task.

Ed2/5 28 Genf, now serviceable for the first time in 31 years, was given acceptance trials between Brugg and Koblenz via Stein Säckingen and the old Hauenstein line on 19th April. It is expected to work between Turgi and Waldshut on August 22nd / 23rd for the 150th anniversary of that line.

TEE unit 1053 was damaged by fire on 24th March at Basel; repairs are believed to be possible and the unit was taken to Domodossola on 16th May.

## DLM

It is planned to run 'Plandampf' scheduled steam services under the banner of MSaH GmbH (Modern Steam am Hauenstein) over the old Hauenstein line between Sissach and Olten. Dates proposed are between 26th September and 11th October, and the intention is to run 2 or 3 daily return trips to the S9 schedule. Motive power would be 52 8055.

## WCR

A new nostalgic charter train set has been launched by William Cook Rail under the name 'Swiss Classic Train'. Refurbished from SBB stock by the Cseke Velenice workshops in the Czech Republic, and predominately painted in Swiss 'carriage green' with Bern Lötschberg Simplon branding, the 10 coach rake includes 3 first and 3 second class coaches, a Pullman car, Restaurant Car and Bar Car. The press launch was on 23rd May and the train was open for public inspection on 10th and 11th June at Basel and Zürich. The train will be based at Schaffhausen; motive power will be by vintage electric or diesel or by the company's own ex-SNCF 141R 568.

