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INTERNATIONAL

CIS / Italy

The first day of public service for the ETR610 fleet was 20th July.

General

The timetable website www.fahrplanfelder.ch offers the opportunity to print and download updated timetable sections throughout the year, including, for example, the revised RhB Engadin line timetables for the Tasna tunnel reconstruction and the up to date Gotthard Line service taking account of Pendolino substitutions.

SWITZERLAND

SBB

FLIRT units of type RABe524, not required in Ticino, are being transferred to Genève for use on the La Plaine service; being designed for operation on 3000v DC, they will operate under reduced power on the French 1500v system. One unit was available for service from 24th August, with two more following in December; this will allow CFF to return the hired SNCF trains at the end of 2009.

Ee922 001 was transferred to Yverdon Works on 27th June, with RBe540 059 coupled for insurance. During the move, the shunter achieved its design top speed of 100kph.

After normal locomotive haulage in 2008, the afternoon Zürich – Chur train pair 10759 / 10790, which provide the connection to / from Zürich for the Bernina Express and Engadin Star, is once more provided by an RBe540 unit, working as a locomotive, hauling three or four coaches.

For the street parade in Zürich on 8th August, SBB operated 110 extra trains with other trains strengthened, with the 'normal' early morning services on most lines.

For the climax of the World Cycling Championships at Mendrisio on 24th September, SBB and TILO laid on 50 extra trains, including TILO services running through between Bellinzona and Como/ Albate Camerlata. Three relief trains were scheduled over the Gotthard, while IC and, exceptionally, three Cisalpino services each way from / to Milano were booked to stop additionally at Mendrisio. Ironically it was found necessary to ban cycles from TILO services on this day!

In the event of its non-availability, the substitute for a DOMINO unit on a Glarner Sprinter diagram is a DTZ RABe514 unit.

SBB Cargo

Rotkreuz yard was closed from 7th September, with work transferred to RB Limmattal, from which the Vierwaldstättersee area is now served by five daily freights and Muttenz yard, which dispatches a train to the paper mills at Gisikon-Root and Cham.

ZB

The points for the reinstated loop at Kapelli were

installed in June.

While an HGe101 is being tested for operation with an ABt8 trailer set, a De110 Treibwagen is being used on a Meiringen – Interlaken Ost express diagram. A De110 Pendelzug is kept as a hot spare at Meiringen for late running for Luzern, but if the late running coincides with a gap in the Brienztal local service the spare ABe130 unit is used instead.

Work started on fitting out the Engelberg tunnel in September.

BLS

Defects with the 13 RABe535 Lötschberger units, particularly with the air conditioning and toilets, are being rectified by Bombardier under guarantee. (Reports indicate that on-board conditions were bad enough to require opening the doors at intermediate stations to let in fresh air). In their absence, RABe525 NINA units continue to be used on the Lötschberg diagrams, with up to 14 units being 'borrowed' at weekends.

The second NINA unit taken over from TRN entered service as RABe525 037 in August.

The five prototype Re4/4^{II} locos taken over from SBB (Re420 508-512) have been taken out of service in August and September. In consequence, all EWIII Pendelzug sets are now diagrammed for Re465 power, while the EWI Pendelzug sets are diagrammed for Re420.5 power.

BLS are providing all traction for Railogistics trains, either with BLS Re4/4 or Re4/4 420 505, the last being used on the Buchs-Dällikon – Wiler waste paper train in conjunction with the CargoSprinter driving motor wagon, which is used for shunting unwired sidings at Buchs-Dällikon.

BDWM

To allow the introduction of the 14 ABe8/8 units on order from Stadler, the standard gauge rail between Wohlen and Bremgarten West, which dates back to the original opening of the line in 1876, is being removed to facilitate track realignment.

CJ

B756 has been converted into a composite driving trailer and renumbered ABt 715 for use with De4/4^{II} 411, which is electrically similar to 1980s Treibwagen BDe4/4II 611 to 614.

SOB

The line between St Gallen St Fiden and Wittenbach was closed between 5th July and 7th August to facilitate the doubling of the SBB line towards Morschwil. A new spur line and a 172m bridge have created a flying junction at St Fiden.

Following its accident repair, Re446 015 now carries a FLIRT-styled red and silver livery. Its first outing was on the postal service between Chur and Zürich Mulligen on 5th / 6th August.

TRAVYS

The first refurbished Domino unit entered service

on 20th July, returning first class facilities to the Vallee de Joux. The other train maintaining the service, an NPZ on hire from CJ, is running with an SBB EWII AB intermediate trailer to provide first class on all trains.

SZU

A line up of three Pendelzug sets on 3rd August (TW BDe 576 592, 594, 596) marked the withdrawal of this fleet. 592, which retains two cabs, is to go to the ZMB group, 594 is moving to the CJ for spares while Re 456 545 towed 595 and 596, together with 3 B and 3 Bt, to Kaiseraugst on 7th August for scrapping.

AB

On 3rd August, the two sections of BDeh3/6 25 were transferred by road to Landquart for overhaul, leaving traffic in the hands of ABDeh4/4 23 and 24.

ASm

3 Be4/8 STAR units have been ordered from Stadler for the Solothurn – Langenthal section; delivery is scheduled for 2011.

BRB

Around 92% of trains have been scheduled for steam operation this year; in use have been engines 1 (1892), 7 (1936), 12, 14, 15 and 16.

RB

Despite having been built for the electrification of the Vitznau Rigi Bahn in 1937, Cars 1 to 4 are still required for the line's peak service. Beh2/4 2 was sent to Stadler at Bussnang in March for a full electrical and mechanical overhaul, from whence it returned in July. During the Autumn off season, RB staff will refurbish the interior, providing an updated car for the peak winter service from December at a fraction of the cost of a new unit.

RBS

NEXt unit RABe4/12 21 achieved a speed of 133.5 kph between Lohn-Lüterkofen and Bätterkinden stations on 13th July, a record on Swiss metre gauge tracks. Its debut in public service was on 21st July.

RhB

With Bernina 'Oldtimer' livery ABe4/4 31 out of service with a motor defect, ABe4/4 32 in standard red livery has been used in multiple with ABe4/4 30 on summer extra services.

The first of the new dual-voltage Allegra units from Stadler was unveiled to the press on 14th October.

URBAN TRANSPORT.

Bernmobil

The TVB group organised a line up of 11 Be8/8 units at Burgenziel depot on 30th August to mark both the end of service for the 1973-built fleet in Bern and the forthcoming closure of the depot (and its replacement with an apartment block), which is not large enough to handle the lengthened Combino units.

BLT / BVB

Test running of a BLT Tango unit on BVB Lines 1 and 14 took place from 14th September.

VBZ / FB

Lines in the Stadelhofen area were closed between 11th July and 16th August to facilitate track renewal. With Route 11 diverted to Klusplatz via Kunstplatz in part replacement of Route 15, the Forchbahn maintained local services between Rehalp and a provisionaal terminus on the Kreuzbühlstrasse (accessed by a temporary facing crossover on the side reservation), carrying both S-Bahn route S18 and VBZ Route 11 on the dot matrix blinds.

HISTORIC

Bahnmuseum Kerzers Kallnach

This group continue to add to their collection; on 28th July GFM / TPF ABe2/4 155 was delivered; this treibwagen was originally built as CF Fribourg-Morat-Anet No. 5 in 1931 to work on 900V DC third rail and converted to conventional 15kV AC overhead in 1946.

DVZO / Hist MThB

The 125th anniversary of the Glarner Kantonalbank was marked by steam specials on 12th / 13th September between Glarus and Linthal, worked by DVZO engines and MThB Eb3/5 3 from Romanshorn. SBB Historic railmotor CZm1/2 31 shuttled between Glarus and Schwanden, while Ce6/8^{II} 13302 and Ae3/6^I 10650 were on display at Glarus.

DBB

Eb3/5 5810 has returned to service after overhaul, its first public duties being on 20th August on the Ramsei – Huttwil line.

RhB

The centenary of the Davos – Filisur line was celebrated on 4th / 5th July with the operation of historic trains over the section, reminiscent of the RhB Centenary celebrations 20 years earlier. Locomotives used included Ge6/6 414, Ge4/6 353, G4/5 107 and ABe4/4 501; G3/4 11 Heidi was on display at Filisur.

SBB Historic

The 150th anniversary of the Turgi – Waldshut line was celebrated on 22nd and 23rd August. Star of the show was newly overhauled Ed2/5 28 Genf, which ran with the VHS Spanisch Brötli Bahn coaches between Koblenz and Leibstadt. Other steam power in operation were JS Eb2/4 35 and SCB Ed2 x 2/2 196 (Koblenz – Turgi) and CZm1/2 31 (Koblenz – Zurzach); other locos appearing included SOB Ed3/3 4 Schwyz UeBB E3/3 401 (both DVZO), JS E3/3 853 and E3/3 8492 (both DBB), while a preserved DB Schienenbus (796 739 / 996 701) shuttled between Koblenz and Waldshut. More modern power included RBe4/4 1405 (DSF) and Ae6/6 11407 (SBB Historic).