

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2010)  
**Heft:** 101  
  
**Rubrik:** Notepad

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**Download PDF:** 23.01.2026

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## INTERNATIONAL

### SBB / CIS

Cisalpino units allocated to SBB after the breakup of Cisalpino were ETR 470 002/3/4/9 and ETR 610 006/9/10/13.

### SBB / SNCF

TGV services through Pontarlier have been reduced from the 13th December timetable change. A through TGV to Bern only operates on Fridays in both directions; on other days of the week a TGV runs in the afternoon from Paris to Neuchâtel only. In replacement, two return trips have been provided between Bern and Frasne, diagrammed for a dual system, un-modernised, 5-coach RBDe562 series Kolibri.

## SWITZERLAND

### SBB

The three RABe524 FLIRT units transferred to Genève for use on the La Plaine service are RABe 524 005/9/10, with the TILO branding removed. 524 009 was named "Allondon" on 25th August at La Plaine, taking its name from a nearby river. In replacement, RABe 523 015-17 have been transferred to Bellinzona and been given the TILO branding. FLIRT units from the RABe 523 series were introduced on Vaud RER routes S1 and S3 from 13th November.

Ee922 001 was observed at Zürich station pilot on 1st November; by the number of staff gathered round, possibly its first day in service.

At Basel, SBB Passenger has replaced the Ee934 shunters with three Am843 locomotives, Am 843 011 - 013.

From September, there were only 28 diagrams for the Ae6/6 fleet.

Re4/4II 11141 was released from Bellinzona works on 18th September, having been out of use since October 2007.

The 236 EWIV EC coaches of types Apm, Bpm and Apm Pano, built between 1989 and 1995, are undergoing mid-life refurbishment at Olten works, making them suitable for 140kph operation and use on the NBS and Lötschberg base tunnel routes.

### SBB / RTS

The RTS company ceased trading as a railway operating company at the end of August. Of the two Re4/4II leased from SBB Cargo 11320, still carrying the RTS livery, has been used by SBB IR services.

### BLS

The first of the second series of Lötschberger units, RABe 535 114 was delivered in mid-October.

From 13th December, passenger services between Sumiswald-Grünen and Affoltern-Weier were withdrawn. It is understood that the catenary will be removed from the Sumiswald – Huttwil line.

### BDWM

The first new unit, ABe8/8 5001, arrived from Stadler at Bremgarten on 16th December, while 1932-built BDe4/4 11 has been broken up.

### CJ

The prototype Kolibri unit has returned from hire to TRAVYS and is now in use between Porrentruy and Bonfol. The motor coach is now numbered 560 141 and was named "La Vuivre" on 12th November.

### TRAVYS

The refurbished Domino units 560 384 and 560 385 have been named "Lac Brelan" and 'Lac de Joux', the latter being named on 20th August at Yverdon, the former on its re-entry to service on 17th October.

### SZU

The remaining historic stock has been sold to the ZMB group for a nominal CHF1.

### AB

With RHB BDeh3/6 25 under overhaul at Landquart, the services for the Christmas Market at Weinacht were in the hands of ABDeh4/4 23 and 24 and the company's 'modern' coaches. As in previous years, a two-train service was provided, crossing on the siding at Weinacht-Tobel.

Long-time Appenzell pilot Tm2/2 501 has been sold to an Austrian preservation group.

The Appenzell station to Wasserauen section has been re-signalled and from October is controlled from St Gallen, the first stage of a resignalling program for the metre gauge lines.

### RhB

The last red-liveried original Bernina motor coaches, ABe4/4 31 and 32, were broken up in October and December 2009 at the ripe old age of 101, leaving 'Oldtimer' livery ABe4/4 30 and 34 as the last of their type in service.

The new Allegra unit ABe4/8 3501 has been undergoing tests during the autumn, testing haulage power over the Albula line; from 2 coaches and 4 wagons on 31st October to 12 coaches and 2 wagons (320t tare) on 26th November. The unit has also achieved a speed of 139kph in the Vereina Tunnel on 5th December, breaking the Swiss metre gauge speed record set by the RBS in July. Winter trials over the Bernina line are planned from January, 3501 having already been spotted at Alp Grüm on 29th October. The First class sections are located at the ends of the unit and are designed to have a view through the driver's cab.

Ospizio Bernina station has been modernised with a narrow island platform between the running lines. The revised layout at Morteratsch, with the loop moved away from the station platform, is now in use.

The Ardez – Scoul section reopened as planned on 23rd November, a Bahnhoffest was held at Scoul-Tarasp on 11th December to celebrate.

The centenary of the opening of the complete Berninabahn will be celebrated through 2010, with specific events planned for 8th/9th May (Tirano), 18th to 20th June (Brusio) and 18th/19th September (Pontresina). Other information and events can be found via the RhB website.

## WSB

At the end of October, the first new driving trailer, ABt 59, was delivered. First Class travel was formally reintroduced on services using low-floor stock from the 13th December timetable change.

## URBAN TRANSPORT

### Bernmobil / BLT

In conjunction with the Swiss Traffic exhibition between 11th and 14th November, BLT Tango unit 154 was made available to exhibition delegates for demonstration runs on the Bern system.

### VBZ

Be4/6 2060 has been taken out of service, the first Tram 2000 unit to be withdrawn. The prototype Cobra units 3001-3006 are to be overhauled and brought up to production series standards.

### TPG

Be6/8 882, first of the second batch of Bombardier trams, arrived on 4th September. The outstanding 17 trams are due for delivery at the rate of two per month.

## HISTORIC

### VEHE

This group, based at Immensee, look after Ae6/6 11403 'Schwyz' and Ae4/7 10997 and in September also purchased Ae6/6 11421 from

## SBB

### GME

An umbrella organisation under the name Genossenschaft Museumsbahn Emmental is being set to up operate trains over the now-closed line between Sumiswald-Grünen and Huttwil. Using stock from four local groups, the plan is to operate on one Sunday each month between May and October.

### DBB

The locomotives kept at Burgdorf were transferred to Lyss on 26th September, with SMB Ec4/5 11 towing EB Eb4/5 8 and Bern Gasworks E 3/3 1 to the depot they will share with the group looking after DB 01 202.

### SBB Historic

Brünig MLV Deh 120 011 has been restored to its original green livery and its original number Deh4/6 914 reapplied. To keep it serviceable, it will be available to ZB for use on works trains. CZm1/2 31 was taken out of service on 7th November on the expiry of the boiler certificate.

### DLM

The planned daily service over the old Hauenstein line operated between 26th September and 10th October under the banner 'Modern Steam am Hauenstein', with 52 8055 heading a three-coach dining set.

## Christmas Quiz Answer

In the December Swiss Express we asked where could you find a Bahnhof where there has never ever been a railway. The location is Gersau, on the Vierwaldstättersee in Central Switzerland. The motto of the Free Republic of Gersau should be "make the iron hot by striking". Gersau is tucked into the side of the Rigi on the north shore of the Vierwaldstättersee. Its isolation led it to being an independent republic from 1390, only joining the Confederation in 1817 for protection against Napoleon. The town sits on a half circle of land between the lake and the mountain so access by land was very difficult with water being the main means of transport and communication with the outside world until modern times.

In 1854 the Swiss Central Bahn reached Emmenbrücke on the outskirts of Luzern and in May 1859 finally reached Luzern itself. There was now a lot of speculation on the route of the Gotthard Bahn, onwards to the Pass and down to Italy. Little Gersau decided to help matters along; they built a Bahnhof on the edge of the town, on a proposed line of route. This was certainly optimistic, as the route would have required a lot of tunnelling along the side of the lake. In 1866, the Bern government confirmed the Gotthard route via Immensee and Arth Goldau and at the 1869 Bern International Conference the Gotthard Treaty was signed resulting in the Gotthard Bahn being incorporated in 1871. In 1875 work started to connect Immensee to Rotkreuz, with the line through to Chiasso opening on 1st January 1882, and it was not until June 1887 that Luzern was connected to the Gotthard Route via Immensee.

These developments left Gersau with an unused and expensive Bahnhof building, which was now no longer needed. It was converted into apartments, and has been used as such ever since. It stands just behind the 1745 Rathaus. Although there is nothing to show that it was built as a Bahnhof, ask any local person you meet and they will tell you where it is and all about it.

Unfortunately nobody submitted a correct answer so the prize is unclaimed.

*Thanks to Ron Smith who set the quiz, supplied the answer and the photograph of the Bahnhof that never was.*

