Zeitschrift: Swiss express : the Swiss Railways Society journal

Herausgeber: Swiss Railways Society

Band: - (2010)

Heft: 102

Rubrik: Sidetracks... a miscellany of items

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: 23.01.2026

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

Caption Corrections

A sharp-eyed member has pointed-out that in Photo 4 on P8 of the March magazine the Trogenerbahn unit is actually entering the terminus at St Gallen station rather than waiting there. Another has noted that Photo 4 on P16 is of Bern not Basel and that the lower Photo on P27 is between Diavolezza Bernina and Ospizo Bernina and not as stated.

A long walk

It has also been pointed out that on P33 of the March edition Peter and Rosemary Newton would have been in for a long walk had they been heading for the Berner Oberland at Luzern. This ship sails on the Thuner See!

Basel shunters

There was a minor mix up with the information in the March magazine regarding the Basel Shunters. For 40 years Basel SBB has relied for carriage shunting, in the joint French/Swiss station, on at least three dual-voltage Ee3/3 II, at first from the series 16500, then for some years the series 16511 that were originally built for the SNCF and bought by SBB in the1970s. Recently 16512, 16513 and 16515 were the last of these often ailing machines that needed to be helped out by an Em3/3 diesel or a Bm4/4 diesel – these too being very elderly.

At the end of February (as far as we know for the first time ever) No.934 559, an Ee3/3 IV, from Genève, was at work. This lasted two weeks, and then No.922 004, a new gleaming red Stadler Ee2/2 appeared. But with Nos. 922 005 and 006 still to come, by mid-March our old friend 16515 was again in action. No.922 004 was nowhere to be seen although it is still being used for testing and training.

Another March mystery

On P29 of SE 101 there was a photo of an unknown loco. Theo Stolz the CJ's Chief Engineer has written to note that this was a British R & H Type LSSH built in 1963 as one of four shunters for Raffineries du Rhône at Collombey (VD). This company later became Raffineries du Sud-Ouest (RSO), and today is Tamoil. These engines ran as Nos.1 to 4 and their building numbers were 497743 – 497746. The engine pictured is No.4 given in 1995 to Rive Bleue Express at Le Bouveret (VS) who sold it in 1997 to Arnold at Flüelen.

UIC Numbering changes

Theo Stolz has also noted that in the UIC numbering article on P54 Company Code 36 is not the CJ's but is the GFM's (now TPF). As the BAV (the Federal Transport Office) could not give the CJ the code number 62 (this had previously been used by them but was now reserved for wagons) they asked GFM if they could use their Code 36 to give a UIC number to unit Bt 921 used on the CJ's standard gauge Porrentruy – Bonfol line. Without such a code the SBB was calculating CHF500 in supplementary taxes for a transport movement. When BT and SOB merged, the BAV proposed giving the CJ Code 47, so the Jura operator

Class Ee 934 (Ee3/3 IV) No 934 559 at Basel SNCF on 26/2/10.

renumbered all its passenger, freight and service vehicles from 62 to 47. In the list we published it will be seen that Code 47 has now been reserved for Thurbo, so in 2009 the CJ had to change this former code to a new Code "85 CH-CJ" during a major overhaul.

30th annual cheese train

On 2nd October2009 the Schynige-Platte-Bahn ran its annual cheese train that saw some 5.5t of Alpine cheese produced over the summer by the Bergschaft Breitlauenen being brought down to Wilderswil on three wagons hauled by former WAB loco He 2/2 No. 62 Alpenrose.

Trams for Lugano?

Between 1959 and 1970 the tramways serving Lugano were progressively closed down. Forty years later Canton Ticino has allocated CHF2m for a study to ascertain the feasibility of building two new lines to serve this growing conurbation that is now subject to chronic traffic congestion. If the go-ahead is given construction could start in 2015 at a total cost of some CHF200m.

A useful guide to Swiss museum and steam railways

Copies of "Schweizerferien 2010", a little book of 'Dampf und Nostalgie', are now available. This means steam and nostalgia, and with a minimal understanding of German you can figure out for each railway, tram and industrial museum, listed the key data for a visit. Dates and times of operation, locations, schedules, the all-important website details, all are here. It costs CHF12.50 in Switzerland and it can be ordered from Alfred Gysin, im Lütereich 44, CH-4411 Seltisberg, or through **www.schweizerferien.ch** his website.

Vereina Tunnel

November 2009 saw the 10th anniversary of the opening of the 19km Vereina Tunnel that links Klosters with the Lower Engadine. The CHF800m project has been a major success story with the direct link enhancing the economy of the area. In addition to its scheduled passenger services the tunnel hosts daily freight trains carrying Swiss Post and COOP containers and the successful car-carrier shuttle service whose loadings have increased from 300,000 vehicles in 2000 to 470,000 in 2008.

RhB Museum at Bergün

The Bahnmuseum Bergün, in the big old Military Depot and Armoury at the station, received the approval of the RhB board in December 2009 after 10 years of planning by a museum club. The building will now also house a comprehensive Customer and Tourist Service Centre, so that the Museum, booking and ticket sales, and regional tourism, are integrated under one roof. With the Albula line at the door, the network of hiking trails above and below Bergün, and with facilities for education and cultural support, the Bergün centre will now take over a much stronger role in promotion of the region including its railway. An early opening date is in prospect if the planning and implementation go smoothly.

Allegra hauls a record load

During proving runs for RhB's new dual-voltage Allegra ABe8/12 EMUs some unique workings have taken place. For example on the 26th November one of the new 3-car units hauled a 302 tonne train over the Albula route comprising six standard RhB coaches, six panoramic coaches and four freight wagons laden with sand bags. On the 18th December the Bernina line saw a 264 tonne, 198m long train reach Tirano – probably the longest and heaviest train ever to use the route.

Historic Chairlift Closure

The last traditional Swiss open-seat chairlift that operated on the Weissenstein in the Jura has closed. On 31st October 2009 the chairlift

'concession' ran out and could not be renewed, as modern requirements demand a complete rebuild in contemporary style. The lift started from Oberdorf station on the BLS (formerly SMB) line from Moutier to Solothurn and was described by Alan Pike in SE 99. Similar open-seat chairlifts were the Grindelwald – First (the Swiss pioneer installation after WWII) and the Oeschinensee lift at Kandersteg. These and others have gone, replaced by enclosed cabins and electronic controls and this is the intention with the Weissenstein operation. There is a proposal in the area to recondition-it as a last nostalgic open lift. The Swiss heritage organisation 'Heimatschutz' is running a campaign but the BAV (Federal Transport Office), who would have to authorize it, is unenthusiastic and unfortunately the idea appears to be a non-starter.

EMUs over the Brünig

The metre gauge Zentralbahn (ZB) is acquiring rack-equipped EMUs for operation over the Brünig Line from December 2013. It has ordered four 7-car and six 3-car units from Stadler to replace the existing fleet of coaches that are some 40 years old, and the 20 year old HGe 4/4 Class 101 locos. The new trains will allow the through service to be increased and speeded-up, but this needs the restoration of the recently removed passing loops at Kaiserstühl and Kappeli. This fascinating latter location is reached by a walk over meadows from the Brünig pass road. The new stock will complement the 2004/5 Stadler "SPATZ" EMUs that operate on the non-rack sections of this line. The ZB's two 1995-built Golden Pass (GP) panoramic coaches will revert to service on the Engelberg line and it is understood that the new stock and operations will no longer carry this branding. This must bring into question the need for the gauge-change bogies that the MOB has developed to allow its services marketed under the GP label to operate to Interlaken as there will apparently be no specific onward GP connections on the ZB. More on the new ZB stock in a future *Swiss Express*.

Steam on the Brünig

On Sundays 18th July, 8th and 22nd August, 5th and 19th September the Ballenberg Dampfbahn will run steam specials between Interlaken Ost, Meiringen and Giswil on the Brünig route. On 26th September there is a trip to Grindelwald and Lauterbrunnen. For these the G3/4 2-6-0T No. 208 is used between Interlaken and Meiringen, and on the rack section HG 3/3 0-6-0T No.1067 is scheduled. Departures are at 09.45 returning at 17.13 and bookings can be made on www.dampfbahnen.ch. Did you know that Interlaken Ost, a beautiful station, belongs to the Berner Oberland Bahn; the SBB and BLS are only tenants? Perhaps, being unkind, that's why the station still stands while the town has allowed the handsome space in front to be destroyed by totally unsuitable modern buildings. On Friday afternoons in summer the little DFB workshop beyond Platform 5 is open to see work in progress, for example restoring HG 3/3 No 1068 which used to stand on a plinth at Meiringen. They also have the chassis of C5/6 2969 of Eurovapor.

No Steam on Lago Maggiore

There is news from Lago Maggiore that the paddle ship *ds Piemonte* will not be in public service during this summer. In 2009 she was in service for only four charters just covering a distance of about 70 km.

Information supplied by:
SBB; RhB; Bryan Stone; Ron Smith; Tony Colbeck; Paul Grant; Theo Stolz; Geoff Turner; Mario Gavazzi; Jakob Jäger; Paul Russenberger; and Swiss Media Sources.