

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2010)  
**Heft:** 103  
  
**Rubrik:** Notepad

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## INTERNATIONAL

The Cisalpino liveried coaches have been taken back into normal service and can be found replacing standard EW<sup>IV</sup> coaches in IR and IC services.

Cisalpino failures continue to occur; on 21st June, FS ETR 470 001 failed in the Bellinzona area on Train 14 (09.10 Milano Centrale – Zürich Hbf) and was not removed from the platform at Bellinzona by an Em3/3 shunter until 11.25, an hour after its booked departure.

### SBB

Ee922 005 is in service as station pilot at Luzern. The first Stadler built set for the Zürich S-Bahn service was unveiled at Zürich Hbf on 3rd June. The 50 RABe511 units are 6-vehicle double deck sets, branded 'Dosto RV 150'. 24 units in four vehicle format, known as 'Dosto RE' have been ordered for use on RE services; these units will allow SBB to retire the remainder of the EW II fleet. From 12th April, the Ae6/6 fleet was reduced to 21 diagrams, but see "Sidetracks".

SBB Cargo are going into partnership with Hupac to form SBB Cargo International, which provide a neutral train operating company for transalpine block and intermodal traffic from the beginning of 2011. It is hoped that the active involvement of an intermodal operator in a railway operating environment will keep costs under control. On 8th July, SBB Cargo placed an order for 30 shunting locomotives with Stadler. Designated Eem923, this is a variant of the Ee922 shunter for the passenger sector, being equipped with a diesel engine for use away from the overhead. Flirt RABe 524 008 was damaged by a fire in the traction equipment at Bellinzona on the evening of 7th February.

### SBB / CR

Between one and three Re4/4II/III locos are being leased to CargoRail at a time.

### BDWM

The first 'Diamant' ABe4/8 unit went into public service on 6th April. Units 5001 and 5002 have been named 'Kanton Zürich' and 'Kanton Aargau' respectively.

### BLS

The company's order for 28 four-car versions of the Dosto RV 150 Stadler design will allow BLS to take out of service the remaining RBDDe566I units of 1973/4 vintage, sell the 13 GTW units to SBB, and reduce the EW<sup>I</sup> Pendelzug sets to strategic reserve.

Withdrawn Re420 507-9/11/12 were towed from Spiez to Bellinzona by Re485 012 on 8th April, where they will be used as 'Christmas Trees' for the SBB Re4/4II fleet. As 420 510 was broken up in March, all the 2005 batch of Re420.5's are now out of service, while the only surviving member of the Re4/4II prototype series is 11101, carriage shunting at Basel. Re420 502 has been fitted with a single arm pantograph recovered from the withdrawn engines; it is planned to similarly update the rest of the 501 – 506 series. A complete EW<sup>III</sup> Pendelzug set has been

painted in advertising livery for Kambly biscuits and is deployed on the Bern – Luzern IR service. Motive power is provided by Re465 004 in the same livery.

### OeBB

RBe 540 006 has been purchased from SBB.

### ZENTRALBAHN

Meiringen station is being rebuilt with raised platforms and eliminating the need to cross tracks. Run round facilities are being removed from the platform area, and the opportunity taken to extend MIB services to a platform on the link line (Track 13) in Meiringen Bahnhof, rather than its long standing rather remote location.

Push-pull operation of the Luzern – Interlaken Ost service has started, using ABt 942 with the HGe101 at the Meiringen end of the set.

De4/4 121 has been renumbered De110 121, being still based at Luzern, as spare for S-Bahn services.

To aid track installation in the Engelberg tunnel, Tmh 986 (ex Brünig) has been hired from the DFB group.



ABt 942 leading IR 2215, 09:04 Interlaken Ost – Luzern, into Alpnach Dorf station, train propelled by HGe101 967, 24/6/2010.

PHOTOS: Nick Freezer

### BLM / ASm

Be4/4 102 (ex OJB), redundant from the ASm system after the arrival of new stock, has been purchased by the Jungfraubahnen group and was transferred to Zweisilfeschinen on 8th March. There, modifications were made for use as the spare motorcoach on the Grütschalp – Mürren section of the BLM. Delivery to the line was be interesting; the old route via the funicular being no longer available, this was by road via Isenfluh and forest track from there to Grütschalp.

### CENTOVALLI

The line was blocked between 6th and 13th May between Camedo and Re by a landslip.

### MOB

It is proposed to rename the railway as "Golden-Pass", to avoid the unfortunate verbal association of "MOB" for English speaking visitors!

The first gauge convertible vehicle for through

working of Golden Pass services from Montreux to Interlaken, MOB BDs 220, was unveiled on 18th May. Trials on BLS metals took place from 2nd June in the Zweisimmen area, and from 16th June between Spiez and Interlaken Ost.

## RhB

It has been decided that the most cost-effective solution for the Albula Tunnel is to excavate a new bore, rather than refurbish the existing tunnel. On completion, the existing bore will be refurbished as a service and evacuation tunnel. The arrival of the Allegra units has relegated the Gem4/4 locomotives to works and goods duties only. Once all the units are in service, it is expected that 1968-built motorcoaches 41-46 will also be relegated to works duties.

For the Engadin ski marathon on 14th March, all the Be4/4 51x Pendelzug sets were used in pairs on shuttle services between S-chanf and St Moritz. Their diagrams on the Thusis – Chur – Schiers services were taken up by three Ge4/4I and one Ge4/4II Pendelzug formations.

The 19.40 and 20.38 Scuol – Klosters and return services are worked by Engadin Pendelzug sets, avoiding the need to run round at Klosters on the short layover.

On 19th June, trains 1621 / 1652, 09:45 St Moritz – Tirano and 12:50 return, exceptionally included Pullmans As 1141 and 1142 in the formation.

Their presence was very useful in view of the heavy traffic in both classes heading for the Puschlav celebrations.

This summer, two diagrams take the Allegra units off the Bernina line; one being the evening goods 18:46 Tirano – Landquart (which runs as a mixed train to Poschiavo), returning with a morning goods from Landquart to St Moritz; the other duty is the Davos – Tirano Bernina Express (trains 961 / 960) which now run via St Moritz with the station tractor aiding the shunt from the DC to the AC side at St Moritz via the west end carriage sidings. WR3813, dumped at Landquart since its return from the DFB in 1999, has been broken up. The kitchen section has been moved to the Bergun museum site.

## INDUSTRY

Stadler have commissioned a new erecting shop at their Altenrhein works for production of their double deck units for SBB, BLS, ÖBB (Wien – Salzburg) and ODEG (Berlin and Brandenburg)

## TRAMS

### VBZ

The last Cobra unit, Be5/6 3088, entered service on 28th May.

More trials of new stock took place during the Spring on Route 11. From 19th March until 9th April, Bern Combi Be6/8 659, was on trial; this was followed by a Bombardier Flexity Outlook II tram between 7th and 18th June.

## HERITAGE

### SBB Historic

Ae6/6 11411 (green) and 11425 (red) have been taken under the Historic banner, joining prototype



Allegra ABe8/12 3503 pulling Bernina Express train 960, 14L22 Tirano – Davos Platz, into St Moritz track 3 from the shunt neck, 19/6/2010.

11402. A depot open day was held at Olten on 7th / 8th May to celebrate the 75th birthday of 'Red Arrow' RAe2/4 1001 with up to date cab signalling equipment.

Celebrations for the 150th anniversary of railways in Canton Neuchâtel are planned for 25th / 26th September, with a depot open day at Biel and steam specials from Neuchâtel to Les Verrières or St Sulpice. Ec2/5 28 Genf and D1/3 Limmat are confirmed as attending.

Be4/6 12339, which has been in Italy since 1976, is now in the custody of the Swissstrain group, being transferred to Payerne in April.

## STANSERHORNBahn

A visit to the Stanserhorn revealed that car 2 now carries a varnished wood body rather than one painted in traditional red livery. This is the result of a collision with a lorry on the Schützenmattweg level crossing on 16th July 2009, which swept the body off the underframe. Fortunately the car was running empty at the time and the driver was uninjured. The chassis was stripped and checked over by the firm of Garaventa at Gwatt (BE); a new body to the original pattern was constructed by local carpenters and the rebuilt car re-entered service on 1st August, having been approved on its arrival on the line the previous day.

## BC

Berninabahn ABe4/4 35, has been sold to the Blonay Chamby and was despatched from Landquart on 6th May. Buffing gear will be modified to MOB standards during the coming winter. The group have acquired the bogies from CEV BDe4/4 103, which was broken up in March.

## LA TRACTION

The group have repatriated CJ BDe4/4 601 and Bt 702 from the LEB, where they have been working as BDe4/4 28 and Bt 53 since 2006. The unit will be restored to original condition.

## NSTCM

ABe4/4 10 of 1916 has been repatriated from the Chemin de Fer de la Mure, arriving on 21st April. It is planned to restore the unit for operation under 1500V for its centenary in 2016.