

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2010)  
**Heft:** 104  
  
**Rubrik:** Notepad

### **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>**

## INTERNATIONAL

Double deck TGV 4701, the first of the '2N2' design, was tested at the end of July into Basel from Mulhouse, between Grenchen Sud and Solothurn and between Sion and Sierre, to check clearances and OLE interaction with Swiss infrastructure.

On the morning of 16th August, the Milan portion of EN 273 'Pau Casals' arrived at Genève, with the Zürich portion arriving at Modane, after the staff at Culoz had failed to appreciate that the train was running in reverse formation, following an earlier diversion for engineering work. The trains and passengers were sorted out with lengthy delays!

## SBB

Station pilot duties at Bern were taken over by Ee922 locomotives from 13th July. The last 'Mirage' unit, RABDe 510 017, was despatched to Waldibrücke for scrapping on 22nd July.

Re4/4II 11229 has been fitted with LED headlights.

ETR 610 014 was the first of the series to appear in standard SBB livery on 3rd September.

On the morning of 6th August, RBDe560 052 on train 19008 (04:48 Zürich – Brugg) collided with a works train while departing from Zürich Hbf. At that time of the day, only 6 people sustained minor injuries, but tracks 17 and 18 were out of service for the whole of the traffic day, while investigation and recovery work was carried out.

The Frauenfeld Schwingler and Alplerfest between 20th and 22nd August saw a immense amount of traffic descend on the station, which included, on the Saturday morning, 19 through trains from diverse origin points such as Einsiedeln (SOB stock), Wolhusen via Huttwil and Entlebuch via Ramsei (BLS stock) and Lausanne (RBe540), all arriving by 07.15. On the Sunday evening, a 6 trains per hour service was provided from Frauenfeld to Zürich from 16.46 to 20.24, with the relief trains running non-stop.

## CargoRail

The application of the new company livery – red with a white pixellated cross – began with Benelux-based Class 66 PB 03,

originally part of the DLC fleet. The engines are being given female names, with ex RM Re436 111 christened Sara and 436 112 Zita.

## BLS

On 28th August, NINA unit 525 019 suffered a transformer failure at Münsingen on an S1 working. With second unit 525 026 also suffering damage, the line was blocked for 2 hours; Lötschberg line trains were diverted via the Gurbetal line but at the cost of severe delays over the single track line.

## RB

Trains stopped running into the overtrack station at Arth-Goldau on 8th October, to allow construction of a new two-track, canopied station on the south side of the bridge. Until the work is completed in December 2011, trains will terminate at a temporary platform 200m away at the Eichmatt car park.

## Zentralbahn

The reinstated Brunnenfluh loop is due to be commissioned on 7th October.

Both LSE De4/4s (121 and 122) were overhauled at Meiringen works during the winter and renumbered De 110 121 and 122.

## BDWM

With the new ABe4/8 'Diamant' units arriving at a rate of one a month, the BDe8/8 units are being despatched to Kaiseraugst for scrapping at the same interval. The first unit to go was set 3 on 23rd July; the 40 year old sets have run about 1.7m km in this time.

## CJ / MIB

The two unmodified Motor Luggage vans built for the CJ in 1952/53, De4/4 401 and 402 (which was sold to the MIB in 2009), have been fitted with a diesel motor generator group in the disused baggage area for use on works trains. They are now in works service as CJ Gem4/4 401 and MIB Gem4/4 12.

Two standard gauge Ee3/3s have been acquired from the PTT. Built in 1985, Nos. 10 and 11 have been stored at Oberburg (BLS) after the reorganisation of PTT letter traffic made them redundant. They will be refurbished with signalling equipment for main line operation and used from mid-2011 on a four-year long contract to move



chemical waste from storage at Bonfol as far as Porrentruy, from where BLS Cargo will take the train to Germany for disposal. The allocated 'short' computer numbers are Ee 936 151 and 152.

## **MOB**

AB 307 is the first coach turned out in 'GoldenPass' livery by Chernex works, entering service on 7th August.

## **MVR**

Chernex works are completing a fifth Be4/8 unit for the Rochers de Naye line. Unit 305 is similar to the existing four sets and features a German-built body.

## **NStCM**

During the Paleo festival between 20th and 27th July, for which the line was responsible for carrying festival goers from the CFF station at Nyon to the festival site, service trains were strengthened and two additional shuttle sets formed, with BDe4/4 205 working with 2 ex BTI coaches and BDe4/4 211 with three ex CJ coaches.

## **RhB**

Berninabahn EWIII A1271/72 and B2461-68 are being modernised with Allegra-style interiors. Painted in the current standard livery, they are being renumbered into the new 5 digit coach numbering range as A53101/2 and B54101-8.

## **TPF**

Bulle works have turned out a new tractor, Tef2/2 16, built on the frame of a Moyse diesel tractor of 1950 which has run as metre gauge Tm 16 since 1987. Its classification indicates that this is an electric tractor fitted for radio control operation.

## **WSB**

Test running, followed by road training, over the new (ex SBB alignment) between Aarau and Suhr commenced in mid September; the planned transfer from the former 'tramroad' is scheduled for 22nd November.

## **INDUSTRY**

Work on installing a fireproof lining to the 1230m long Cassanawald tunnel, between Hinterrhein and Nufenen on the A13 San Bernadino pass road, has seen the appearance of Canton Graubünden's most unusual contractor's line – a standard gauge track laid on one lane of the road through the tunnel! Luzern-based contractors Marti AG have leased four

wagons from SBB as a works train to spray the coating; the wagons are equipped with screens to allow spraying while traffic is passing (in one direction only) on the other lane in the tunnel. Motive power is a 1971-built Unimog acquired from the Swiss Army and adapted for road-rail operation.

## **TRAMS**

### **BERN**

Trial running and road training on Route 8 to Brunnen on the new Bern West lines started on 1st September, with Be6/8 666 being the first tram. The first tram on Route 7 to Bümpliz was due to run on 29th September, with public operation on both routes due to commence with a festival on 12th December. From that date, the old tram routes will be reorganised completely, with Routes 5 and RBS Route G being amalgamated as Route 6 from Fischermätteli to Worb; Route 3 curtailed to run between Weissenbühl and Bahnhof only, Route 7 running from Bümpliz to Ostring and Route 8 from Brunnen to Saali.

## **HERITAGE**

### **AGMT**

The Genève museum group have repatriated Be4/4 66 of 1901 from the AMITRAM group at Lille, for conversion to a bar tram.

### **DFB**

MGB HGm4/4 61 has been on loan to the DFM for the summer, being used on works trains supporting the re-opening of the Oberwald – Gletsch section and as an assisting locomotive in case of fire risk after the line reopened. The support work included taking a works train to clear a small landslide below Muttbach-Belvedere on the morning of the opening day, 12th August.

### **DLM**

The group has operated 35 return trips over the old Hauenstein line (Sissach – Olten) between 31st July and 8th August, using modernised Kreigslok 52 8055, carrying around 5000 passengers, a load factor of 68%.

### **LO**

One of the stored driving trailers from the Lausanne-Ouchy line is due to go to the Rétrobus Léman group at Moudon from 2011, to join the collection of buses and trolleybuses from west Switzerland.