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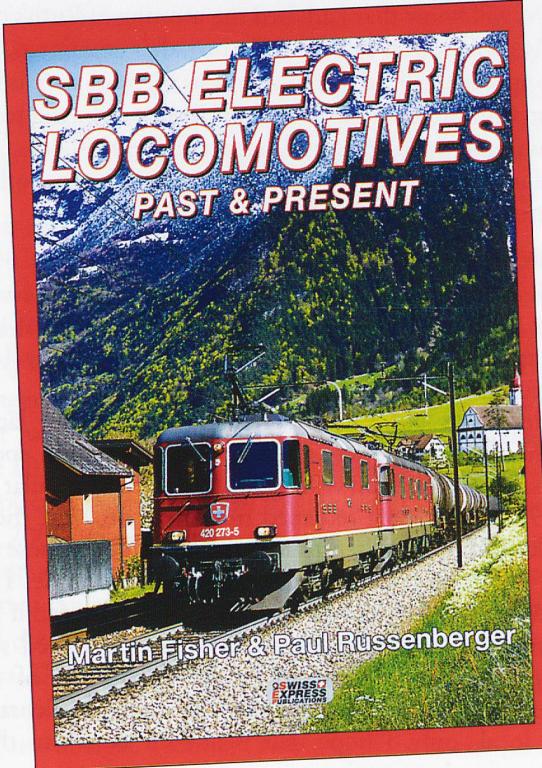
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# BOOK (and Magazine) REVIEW

## SBB Electric Locomotives

### Past & Present

Authors: Martin Fisher & Paul Russenberger.  
Published by: Swiss Express Publications.  
ISBN 978-0-9926812-5-8.  
English, Softback, 298mm x 210mm.  
120 pages - fully illustrated.  
Price: £16.00 including postage – from SRS Sales.

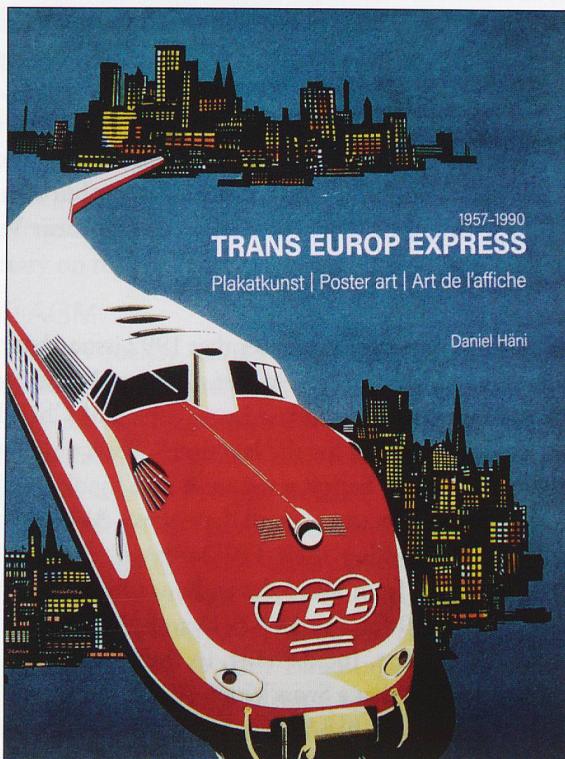


This A4 format book takes the reader on a chronological journey charting the development of electric railway traction engineering used on the Swiss Federal Railway (SBB/CFF/FFS) through the 20th century. Although the primary focus is on standard-gauge locomotives, motor luggage vans and railcars also feature as well as appropriate coverage of the only metre-gauge route in SBB's portfolio, the 'Brunig' railway. The very informative script covers the early electric locomotive design process that derived its mechanical construction from steam locomotives before dealing with the developments and progression seen through successive decades. Summary tables are supported by a portfolio of images sourced from a range of contributors supplemented by on-line pictures taken from the Wikimedia library. While many illustrations are of the standard 'portrait' style, there are a good number of images, particularly some period 'gems' from the archives, that show the subject on location in revenue service be it hauling a passenger, parcels or freight train. The coverage concludes with several 21st century locomotive designs provided by non-Swiss manufacturers that SBB Cargo has acquired to enhance the operational fleet requirements. A trio of maps is provided to illustrate the SBB Network and an appendix provides well-detailed information on the key stages in the evolution of Swiss electric traction. Further appendices detail publications listing all current locomotives, information on the classification of Swiss locomotives, an explanation of manufacturer abbreviations, a useful bibliography and a full chapter index that includes a useful 'design classification' sub-index. Yet another excellent addition to the SRS library and a worthy investment to be made.

DCG

## Trans Europ Express – Poster Art 1957 - 1990

Authors: Daniel Hani and others.  
Published by: Rotten Verlag AG, Visp.  
ISBN 978-3-906118-5-12.  
Hardback, 320mm x 230mm, 200 pages.  
English/French/German.  
Price: Around €80.00 from publisher, or through on-line booksellers.



The book is a substantial hardback largely consisting of colour poster reproductions (occupying some 140-pages). The text is in German, French and English and comprises three introductory essays and a foreword, by four different Swiss authors. Unfortunately there is considerable duplication in the texts of the authors. The essays deal with various themes: modernist poster design; marketing; national differences; and how railways responded to the threat from travel by road and air across national boundaries as Europe integrated after WW2. From TEE's creation in 1957, just after the founding of the European Economic Community, its trains were only ever First Class marketed as an exclusive, elite brand. The triumphs of Ryanair and the other budget airlines illustrate the limits of this concept. TEE trains were replaced in 1987 by EuroCity high-speed services offering both two-class accommodation. By far the most dominant essay theme however is the withering of the European ideal. Conversely the posters are great fun and offer an insight into the development of graphic design over the 30-year study period. Tim Shepherd (who was gifted the book).

## Modelbahn Schweiz

At this years Nuremberg Toy Fair a new German language magazine of interest to members of this Society was launched entitled *Modellbahn Schweiz*. The magazine is intended to appeal to enthusiasts of the Swiss railway system, and those that model it, throughout the world and not just in Switzerland. A 32-page free sample preview copy of the magazine indicates

# BOOK (and Magazine) REVIEW

that the content will be varied. A copy of the preview magazine is available for free download at the website - below. The editor Stephan Kraus (who has built many of the Bemo show layouts) says that he already has sufficient material describing good quality layouts in-hand for the next five issues, which is very impressive for a new magazine. The paper quality and picture reproduction is very good indeed. In the preview issue there are articles about: Hupac wagons; SBB IC Doppelstock at various scales; a magnificent layout feature; modelling water (which I voluntarily supplied to the magazine); tin plate models; Piko's new SBB Ae 4/7; a track planning feature; making cobblestone roads; and some exquisite modelling by Marcel Ackle. A varied bag indeed. The magazine is available by subscription at €56.50 for five issues, each of a minimum of 64-pages. The first issue will be published in August 2018 and to subscribe to the magazine an application form is to be found on the website [www.modellbahn-schweiz.de](http://www.modellbahn-schweiz.de). This is definitely worth a look because it also features new items and, for example, when I looked there was a video with sound of the 'N-gauge' Fleischmann Swiss Rail Traffic Traxx locomotive. I was sure it was an HO scale locomotive until I read the text! Jolly good it looked, and sounded.

Peter Marriott. 



## And finally... Pike's Peak Cog Railway.

Bryan Stone reports on an endangered Swiss connection with the USA.



LEFT: MPP No 5 at Manitou. ABOVE: No.24 at Summit MPP Railway.

**I**t may already be too late. The Manitou and Pikes Peak railway in Colorado has announced that its entire equipment, track, motive power and communications, has reached the end of its useful life, and that it will not reopen for the 2018 summer season and beyond. It softens the blow by suggesting it is considering what to do next. The line opened from Manitou, near Colorado Springs, as a standard gauge rack railway using the Abt system in 1891, just as SLM was delivering 800mm gauge rack railway systems in Switzerland to other railways we know such as the Snowden line in Wales. The route up to Pikes Peak is 14.3km long, with an average gradient of 16 %, and reaches an altitude of 4,300m (14,115ft.), the highest rail location in

the USA. The power was originally six Baldwin 2-cylinder compounds steam locos. Some of which are exhibited in Manitou, and also at the Colorado Railroad Museum at Golden. Engine No 4 is still, just, in working order. Steam was replaced by early diesel cars, not too successfully, but in 1960 came the Swiss connection. Martin Frick from SLM Winterthur was appointed General Manager of the railway and orders were placed with SLM for new railcars. These were modelled on those of the Rigi Bahn but for SLM utilising an unusual new diesel electric power unit. Their success led to further orders, including in 1984 double-car units with diesel and hydraulic transmission. In recent years Stadler of Bussnang has been helping to keep things going, but the announcement in March 2018 sounded ominous. Your Swiss News Editor rode up in July 2001, getting two 'standby' seats and enjoying a cloudless day with no trace of snow. The upper reaches, far above the treeline, are spectacular, bleak and inhospitable, but the view is of course amazing. However, this being the USA there is also a road to the summit. 