

Notepad

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Swiss Federal Railways (SBB)

The new Re4/4⁴⁶⁰ 460.000-023, the *Bahn 2000* locomotives, are fitted with multiple unit control through the 12-pole UIC jumper cables. The so-called *Huckepack-Korridor* locos 460.024-099, which were intended to be fitted with radio control, are now to be controlled by means of a cable connection. Until the *Huckepack* wagons can be fitted with the necessary wiring, the intermediate assisting locomotive will be controlled by a driver. The weight of the locomotives is now officially 84 t.

One end of Re6/6 No.11611 has for some time been decorated with self-adhesive chrome stripes, similar to the ends of the Ae6/6 *Canton* locomotives. A letter in the December *Eisenbahn Amateur* explains that this was done to mark the last run, before retirement, of a Zürich driver on 24 March 1992. The train involved was No.382 from Bellinzona to Zürich.

Since 27 September the German ICE sets have been diagrammed between Basel and Zürich, via Hauenstein - Olten avoiding line - Heitersberg.

Only two RABe EC sets are now diagrammed for use each day, but from the timetable exchange in 1993 it is intended for two pairs of trains, named *Uetliberg* and *Killesberg*, between Zürich and Stuttgart to be formed of these sets. They will run from Zürich Flughafen via Museumstrasse - Zürichberg tunnel - Winterthur - Schaffhausen. Details are given in Table 1. These sets also return to the Berne - Frasné TGV connecting service after a 7-year absence.

The Rbe4/4 railcars are to carry their numbers in computer form as 540.000-079. They are also to be fitted with new doors. The

first unit 540.062 (ex 1465), was released from Zürich Works at the end of November 1992.

By the middle of 1994, it is intended that all of the Ae3/6's will have been withdrawn. From 1995 about 15 Ae4/7s per year will be withdrawn. Ae4/7 No.11017 was released from Zürich works last September with a new paint job, which should give it at least another ten years of life.

Eem6/6 Nos.17001/002 have been converted to class Em6/6, leaving only 17003 of the original class of six still unconverted. It is intended that 17003 will be similarly converted to diesel-only operation during its R3 overhaul this year.

An ex-SNCF BB63000 at Lausanne belongs to a Belgian company and will be used for engineer's trains in connection with the rebuilding of Morges station. It carries the number Em4/4 1110, an unofficial number based on the postcode for Morges.

During October, several extra trains were run in connection with the making of a new SBB film *Historische Locomotiven der SBB*:

- Ee2/2 No.16316 (Halbschuh) + 3 Gklm Genève - La Praille
- Be4/7 No.12504 + 8 Ucs Biel/Bienne - Tavannes - Moutier
- RAe2/4 *Red Arrow* (Bern -) Lausanne - Villeneuve
- Ae8/4 No.11801 + 40 axles freight Erstfeld - Airolo
- Ce6/8^{II} No. 14253 + Ce6/8^{III} No.14305 + 24 axles freight Erstfeld - Göschenen
- Ae3/5 No.10217 + Ae2/6^{III} No.10264 + 4 historic vehicles (Lausanne -) S.Maurice - St.Gingolph
- Ae3/6^{II} No.10439 + 3 bogie Feldschlösschen wagons (Olten -) Läufelfingen - Sissach
- Be4/6 No.12320 + 20 axles Winterthur - Etzwilen
- Bm4/4^{II} + 4 Ls (Olten -) Sursee - Triengen (ST)

On 21 November, a relief running ahead of IC712 between Zürich and Bern was formed of an Re4/4⁴⁶⁰ and EW-I stock.

Table 1 Timetable for RABe EC Sets

	Outward		Return	
	<i>Uetliberg</i> (Mo-Fri)	<i>Killesberg</i> (So-Fri)	<i>Uetliberg</i> (Mo-Fri)	<i>Killesberg</i> (Mo-Sa)
(Days run)				
Zürich Flghf.		17:58	20:01	10:01
Zürich Hbf	06:30	18:11	19:50	09:05
Winterthur		18:28	19:32	09:32
Schaffhausen	07:05	18:50	19:08	09:08
Stuttgart Hbf	09:16	21:02	16:52	06:52

The push-pull train 4593 between La Chaux-de-Fonds and Neuchâtel conveys a post coach, necessitating a locomotive to be coupled to the set for the reversal at Chambrelieu.

The Axenstrasse road tunnels were finally completed in time to allow the Regional trains between Brunnen and Flüelen to be replaced with buses on 19 October.

From the timetable change in 1993, most of the shunting done at Erstfeld will be transferred to Bellinzona, Rotkreuz and Zü-Limmattal (RBL)

Sfr.37 million has been allocated toward the improvement of the Basel to Olten line. Work will begin with the provision of additional running lines between Pratteln and Muttenz.

Work started in October 1992 on the much-needed doubling of the 7 km of main line between Bad Ragaz and Landquart.

With the new timetable all Ae3/6's in Kreis III will be out of service and Ae4/7s will no longer operate *Regionalzüge* between Winterthur and St.Gallen.

Brünig: The Brünig line is to get two Panorama coaches, whose construction will be based on

the new RhB EW-IV coaches, but with windows similar in concept to the standard gauge Panoramic coaches. They are being built by Schindler Waggon and are due for delivery in July 1994. See the drawing on page 50 for further details.

Former Deh4/6, rebuilt to De4/4^{II} 100-008-3 was running trials in late October 1992 and was seen at Brienz alongside LSE De4/4 No.121, ex Brünig Deh4/6 No.905.

Bern-Lötschberg-Simplon (BLS)

The collision on 8 May 1992 at Goppenstein damaged Bti No.911 and seven transporter wagons so badly that they have had to be scrapped. The remaining wagons of the set have been used to strengthen other car train formations.

The Ee3/3 No.136 of the EBT (ex-SBB *flatiron*) has been hired to the BLS and is occupied in shunting at Frutigen.

Re4/4 No.186 was damaged in fire on 15 August at Leissingen.





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SWITZERLAND






Ownership of the multiple unit RBDe4/4 721-42 within the BLS group is as follows:

BLS: 721/722/731
BN: 730/737-738/741-742
GBS: 725-729/734-736/740
SEZ: 723-724/732-733/739

The older locomotives of the BLS have the following diagrams:

Ae6/8 Nos.205-208 (all Mon-Fri)

61359 Spiez 07:12 - 08:48 Interlaken Ost
61362 Interlaken Ost 10:09 - 11:53 Thun
61371 Thun 13:03 - 13:16 Spiez
61375 Spiez 14:20 - 15:46 Interlaken Ost
61384 Interlaken Ost 18:10 - 18:57 Thun
60311 Spiez 09:09 - 11:03 Kandersteg
60311 Kandersteg 13:40 - 13:55 Goppenstein
60332 Goppenstein 14:50 - 17:48 Thun
26873 Thun 18:01 - 18:05 Gwatt
61382 Gwatt 18:47 - 18:52 Thun
51835 Thun 20:21 - 21:06 Kandersteg

Ce4/4 311/313/315-316

61355 Spiez 05:41 - 05:53 Leissengen
(*Shunting duties*) Mo-Fr
61374 Leissengen 16:21 - 16:31 Speiz Mo-Fr
61052 Bern Weyerhanhaus 05:06 - 05:55
Thurnen Mo
23924 Thurnen 06:02 - 07:25 Thun Mo
60311 Thun 08:03 - 08:29 Spiez Mo
61364 Spiez 11:52 - 12:26 Thun Fr
61071 Thun 12:52 - 13:37 Burgistein Fr
61072 Burgistein 14:06 - 14:43 Thun Fr
23935 Thun 15:39 - 15:47 Burgistein Fr
61076 Burgistein 16:04 - 16:57 Thun Fr
61083 Thun 17:39 - 19.44 Bern Fr

Ce4/6 No.307 is based at Spiez and has no regular duties.

The new Class 465 locomotives are in blue livery with white horizontal stripes to accord with the livery of the Mk IV coaches. Whilst the BLS initials are huge, the locomotive number, low on the skirting where it is bound to get dirty in poor weather, is very small indeed. Perhaps the BLS have hired the lady designer from the BR who had similar ideas which do little to help the operators.

On 18 September 1992, the two *Karlsruhe*

Walter Kleine

Walter Kleine, Chief of Marketing for the Bern-Lötschberg-Simplon, who has long been a very good friend to the Society, keeping us well informed on BLS matters, has recently retired. We wish him a long and happy retirement.

GT8 sets worked a special from Martigny to Bern over the BLS, running via Brig, Thun and Münsingen. These units, which can operate on 750V dc (BR/SR ought to be interested) and 15000V ac, weigh only 85 tonnes and can carry 245 people (only 100 seated) at up to 100 km/h. In a brake test, speed was reduced from 90 km/h to zero in about 200 metres.

After some 45 years service, the three ABDe4/8 lightweight railcars, very advanced in concept when introduced, have been retired. Ex BN BCFe4/8 No.743 ran 3,994,633 km before going to the OeBB as No.243 on 31 May 1992. No.744, ex-GBS BCFe4/8 No.742, had a fire in the equipment compartment on 27 November 1991, after it had run 3,834,009 km. It was repaired at Bönigen and Spiez in 1992 before being bought by the OeBB as their No.244. No.745, ex SEZ BCFe4/8 No.741, ran 3,708,296 km with the BLS before going to the OeBB as their No.245 on 19 December 1991.

BLS timetable changes for 1993-94 include a new express Bern - Milano leaving Bern at 12:56, arriving Milano at 16:50. In the reverse direction the train leaves Milano at 12:25, reaching Bern at 16:11. The new Eurocity *Albert Einstein* will leave Interlaken at 07:11 and travel to Prague via München while Eurocity *Thunersee* will make a return journey to Berlin.

On the BN there will be improved local services between Neuchâtel - Bern - Bumplitz Nord.

Buses will replace local trains during the evenings on the Bern - Schwarzenberg route.

The new workshop for servicing the car train vehicles and overhead line equipment has been opened at Kandersteg.

Private Standard Gauge

EBT Group

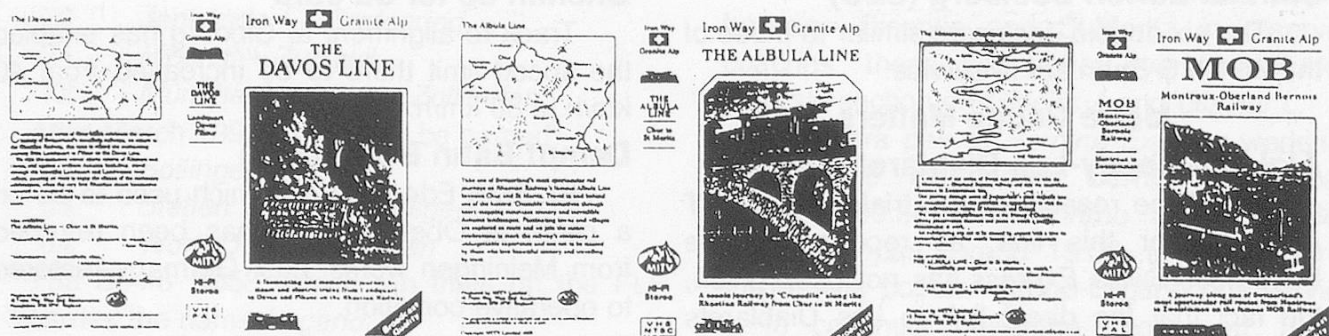
The passenger services on the VHB branch from Sumiswald to Wasen will be replaced by buses in May 1993.

Tramway Sud-Ost de Lausanne (TSOL)

Traffic predictions of 6.5 million journeys in the first year have been exceeded by one million.

Two sets of *Karlsruhe* dual voltage units have been tried in multiple on the TSOL and the SBB. One trip took them towards Vevey.

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Sihlthal-Zürich-Uetliberg (SZU)

The six double deck cars similar to those of the Zürich S-Bahn are in service.

Metre Gauge Matters

Aigle-Le Sepey-Les Diablalets (ASD)

Whilst the reason for the trials of a FART ABE4/4 over this line, as reported in the December *Swiss Express* has not been given, the fact that the direct link to Les Diablalets now laid at Les Planches is now laid in, consideration of the lighter, more efficient units for use in place of the current heavier and more complicated railcars may have been a factor.

With the direct link in service at Les Planches, the timetable from May 1993 will show a saving in time from Aigle to Les Diablalets of no less than 13 minutes. The link from Les Planches to Le Sepey will be provided by a postbus and one train in service. We wonder if there will be a change of name for this line now Le Sepey is off the map, as it were?

Appenzeller Bahnen (AB)

BDeh4/4 No.16 is expected to be delivered in January 1993.

Ex SGA ABDeh4/4 No.2 has been scrapped.

The old carriage shed at Herisau has been demolished.

Biel-Tauffen-Ins (BTI)

The BTI proposes to extend its line in Biel to Zentralplatz.

Bremgarten-Dietikon (BD)

New low-floor Be4/8s are numbered 21-25.

Brig-Visp-Zermatt (BVZ)

A new logo is being applied to coach sides, the initials BVZ capped by a representation of the Matterhorn, with, to the right, the words 'Zermatt-Bahn'.

Chemins de fer Fribourgeois (GFM)

New BDe4/4 have been named as follows:

121 *Remaufens*

122 *La Tour de Trême*

Old BDe4/4 No.141 is named *Gruyères* and No.142 is *Semsaies*.

The GFM opened their new Rail/Bus station at Bulle on 6 November 1992.

Chemin de fer du Jura

Track re-alignment at Cibourg has enabled the speed limit there to be increased from 40 km/h to 80 km/h.

Dampf Bahn Bern (DBB)

Ex SMB Ed4/5 No.11, which used to be on a plinth at Oberdorf, SO, has been returned from Meiningen works, east Germany restored to operative condition.

Ferrovie Autolinee Regionale Ticinese (FART)

The allocation of the new low-floor units is as follows:

FART: ABe4/6 Nos.51-56; Ae4/6 Nos.57-58

SSIF: ABe4/6 Nos 61-64

Ferrovie Lugano-Ponte Tresa (FLP)

Works car Xe4/4 No.3, ex ABe4/4, built in 1912, has been taken out of service, but will not be scrapped immediately in the hope that it can be restored for special services.

Furka-Oberalp (FO)

No regular freight trains have been operated over this line since the end of June 1992.

Both the FO and RhB will benefit from the construction of the Gotthard Base Tunnels by virtue of the fact that construction sites on the route will be supplied with steel, cement, etc. over their tracks.

Jungfrau Bahn (JB)

New BDeh4/8 No.211 was in service on 5 November 1992.

Lausanne-Echallens-Bercher (LEB)

Work has begun at Lausanne Chauderon on the 700 m of underground track as part of a scheme to extend the line to Flon. This first stage will be completed in 1995 and work to Flon is planned to be finished in 1998.

A BDe4/4, built in 1935 has been refurbished for use by groups for special trips.

Martigny-Châtelard (MC)

It is expected that overhead line equipment will completely replace the third rail from Salvan to Châtelard Frontière during 1993.

Regionalverkeer Bern-Solothurn (RBS)

Names of the new ABe4/8s are as follows:

65 *Bern + Solothurn*

66 *Urtebeb + Moosseedorf*

67 *Lohn + Ammannsegg*

68 *Batterkinden + Schalunen*

- 69 Büren zum Hof + Fraubrunnen
- 70 Jegensdorf + Grafenried
- 71 Biberist + Zuchwil
- 72 Münchenbuchsee + Zollikofen

After March 1993, Be4/8 will be named:

- 62 Bollingen + Ittigen
- 63 Stetten + Ostermundigen
- 64 Worb Dorf + Vechigen

The Be4/8 No53, which ran trials on the FLP carries the name *Lugano*.

The new low-floor sets came into regular service on 2 November 1992, working in multiple. From 23 May 1993, two or three units in multiple will provide a half-hourly express service between Solothurn and Bern in 37 minutes instead of 40 minutes as at present.

Rhätische Bahn (RhB)

There will be several changes to both the *Glacier* and *Bernina Expresses* in 1993. The *Glacier B*, departing Zermatt 08:54, arriving St.Moritz 16:35 ;and the *Glacier K*, departing St.Moritz at 10:00 and arriving Zermatt 17:22 will be now be first class only and made up from Panoramic coaches. Reservation is virtually essential and supplements are charged.

Both trains will convey 2nd class parties between Disentis and St.Moritz in reserved coaches, these will travel over the Furka-Oberalp section on *Glacier A* and *Glacier L*.

An extra pair of *Bernina Express* workings are to be introduced, *Bernina E*, depart St.Moritz 09:30, arrive Tirano 11:46 and *Bernina F*, depart Tirano 15:05, arrive St.Moritz 17:39. The popular Tirano-Lugano bus service is to continue, departing Lugano at 10:00, arriving Tirano 13:00, departing Tirano 14:15, arriving Lugano 17:30, reservation compulsory, a supplement of Sfr.12 is charged. Last year over 4,200 passengers used this service, 80% from Tirano to Lugano, only 20% in the reverse direction. There's a moral there somewhere.

To cope with the increased demand, seventeen Mk IV coaches are being put into service. They comprise 18.5 m long A 1281-3 and B 2391-3 for the main network and 16.45 m long cars A 1273-5, B 2491-7 and BD 2475 for the Bernina.

The truncated remains of the RhB's Misoix line, which once ran from Bellinzona on the Gotthard line, to Mesoco, still operates freight




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as far as Cama. BDe4/4 No.491 continues to be the regular motive power but the beautifully kept ABDe4/4 No.454, formerly the reserve power, has gone to a museum at Stabio and has been replaced by ABe4/4 No.42, ex-Appenzeller Bahnen.

Waldenberger Bahn (WB)

New BDe4/4 15 and 16 with Bt 115-20 are being delivered.

BDe4/4 Nos.1-3, dating from 1953, have been sold to the ÖBB for service on the Mariazellerbahn.

Wyhental-Suhrental Bahn (WSB)

New Be4/8 low floor sets are numbered 28-34

Yverdon-Ste.Croix (YStC)

The YStC has a new small diesel tractor, built by Schöma of Bremen, service number as yet not known.

Tram Topics

Genève: According to the *Tribune de Genève*, work is to start on an automated mini-metro linking the airport, Cornavin, Meyrin and the city centre. 8.4 km of new tramway will also be built to link Cornavin with the Palais des Nations and Plainpalais with Grand Lancy. The aim is to reduce private car traffic by 40% by 2005.

Zürich: The third batch of Tram 2000 has been completed with Be4/6 Nos.2099-2121 and Be2/4 Nos 2421-2435 for use on routes 9 and 15.

Swiss standard No.1360+719 has gone to the preservation group TMZ.

Trials are to take place in 1993 of a Schindler/SIG/ABB *Cobra* low floor tram which utilises in its construction the end sections of ex-Bern No.401.

General

Intraflug: As a result of poor business and a collision between a lorry and its American luxury train between Chicago and New York, Intraflug is in financial difficulties. The whole of its 35-strong fleet of luxury coaches from the 20's and 30's has been sold to the Reisebüro, Mittelthurgau which, apparently, intends to use them as a hotel train between Moscow and Beijing.

SBB/SNCF: The *Rive Bleu Express* between Bouveret in Switzerland and Evian in France

was operated last summer on Sundays; June to September with steam power, including Silthalbahn E3/3 No.2. Diesel traction is provided on Wednesdays, Thursdays and Saturdays. It is hoped that the line will be similarly in operation in 1993.

Fares: From 1 May 1993, routes on which fares will be higher than the standard rate per km are:

- Genève - Lausanne
- Bern - Olten - Basel - Zürich - Winterthur
- Bern - Aarau - Zürich - Schaffhausen
- Bellinzona - Lugano
- Bern - Thun - Interlaken/Brig

This is to reflect the use of modern equipment and improved services.

International: The SBB, BLS and FS have formed a company to operate seven twin-current (3 kV dc, 15 kV, 16²/₃ Hz ac) *Pendolini* over the Simplon route; Milano - Bern and Milano - Genève.

Private: Steam locomotive E3/3 No.12, which worked regularly at the von Roll steel works at Choindex, has gone to a preservation society at Porrentruy.

Funiculars: The shortest funicular in Europe, the 105 m Marzilli Bahn in Bern, is under repair. On re-opening it will be powered by solar energy.

The Vevey-Chardonne-Mt.Pelerin funicular is also being renovated and, when reopened, from 12 December 1992 was to be fully automatic in operation.

Museum: Traction SA has bought a site at Pré-Petitjean, which it will link to the CJ by a 200 m connection. The society owns Portugese 1'BC E206 and B'B E164, the former being at Meiningen works in east Germany for repair and the latter at von Roll at Delémont.

Crossair

We note in *Crosstalk*, the magazine for Crossair, that they are taking over two of the Swissair flights from Basel to London, using their Jumbo jet service. As Swissair only had two flights, it appears that this service is now Crossair and that Swissair are concentrating on London - Zürich and London - Genève.

Additionally, they report that Terminal A at Zürich is being transformed into a Swissair terminal.