

# The great renumbering, Stage 2

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## The Great Renumbering, Stage 2

The original concept of a computerised numbering scheme for the SBB locomotives, shunters, railcars and multiple units has been somewhat revised. It now allows for privately owned traction units, but not for older locomotives, which will not be renumbered.

The new renumbering scheme will be applied to:

- New traction units as they are built
- The RBe4/4 railcars as they undergo R4 overhaul and are fitted with new doors.
- The Brünig De4/4 as they are fitted with radio control.
- The RBDe4/4 railcars will be re-ordered when renumbered.
- Other traction units and snowploughs will be renumbered "at need".

The number prefixed by the basic classification, Re, Ae, Te, Tm, RABDe, ABe, etc and is split into two three digit groups. The first three digits refer to the class of locomotive and its owner as given in the first table below. The second three digits begin with an ownership digit, followed by the individual locomotive number. Careful study of the lists in the second table, particularly in the smaller private lines where, with smaller numbers involved, the classification is clearer, will reveal the principles involved.

### Electric Line Locomotives

#### 1st Digit

- 3 3 driving axles
- 4 4 driving axles
- 6 6 driving axles

#### 2nd digit

- 0 reserve
- 1 today's index I
- 2 today's index II
- 3 today's index III
- 4 today's index IV
- 5 planned index V
- 6 planned index VI
- 7 reserve
- 8 reserve
- 9 reserve

#### 3rd digit

- 0 SBB
- 1 SBB
- 2 2-system loco, SBB
- 3 3-system loco, SBB
- 4 4-system loco, SBB
- 5 BLS Group
- 6/8 Other private owners
- 9 reserve

### Diesel and Shunting Locomotives

#### 1st digit

- 8 diesel locomotives
- 9 shunting locomotives

#### 2nd digit

- 0 reserve
- 1 reserve
- 2 2 driving axles
- 3 3 driving axles
- 4 4 driving axles
- 5 reserve
- 6 6 driving axles
- 7 reserve
- 8 reserve
- 9 reserve

#### 3rd digit

- 0/4 SBB
- 5 BLS Group
- 6/8 Other private owners
- 9 reserve

### Railcars and Multiple Units

#### 1st digit

- 5

#### 2nd digit

- 0 express use
- 1 suburban use
- 2 (R)ABe
- 3 (R)ABDe
- 4 (R)Be
- 5 Be(m)
- 6 (R)BDe
- 7 BDe
- 8 De
- 9 reserve

#### 3rd digit

- 0/4 SBB
- 5 BLS Group
- 6/8 Other private owners
- 9 reserve

### Standard Gauge Tractors

#### 1st digit

- 2 Tractors

#### 2nd digit

- 0 Ta
- 1 Te
- 2 Tem
- 3 Tm
- 4 Tea
- 5/8 reserve
- 9 He (rack)

#### 3rd digit

- 0 SBB under 100 kW
- 1 SBB 100-199 kW
- 2 SBB 200-299 kW
- 3 SBB 300-399 kW
- 4 SBB above 399 kW
- 5 BLS Group
- 6/8 Other private railways
- 9 reserve

### SBB Brünig traction

#### 1st digit

- 1

#### 2nd digit

- 0 HGe
- 1 De
- 2 Deh

- 3/6 reserve
- 7 tractors
- 8 snowploughs
- 9 reserve

#### 3rd digit

- 0/4 sub-class

### Non-standard transmission

#### 1st digit

- 0

#### 2nd digit

- 0 Steam
- 1 Electric
- 2 Railcars
- 3/6 reserve
- 7 Tractor
- 8 De
- 9 reserve

Non standard transmission appears to include rod-coupled drive and non-passenger carriage traction units without drive to each axle.

Series	Current Numbering	General Class.	New Number
<b>Electric Line Locomotives</b>			
Re4/4 <sup>I</sup>	10001..10050	Re	410 000..049
Re4/4 <sup>II</sup>	11101..11397	Re	420 000..272
Re4/4 <sup>III</sup>	11354..11370	Re	430 000..016
Re4/4 <sup>IV</sup>	10101..10104	Re	440 000..003
		Re	450 000..
		Re	460 000..
Ae6/6	11401..11520	Ae	610 000..119
Re6/6	11601..11689	Re	620 000..087
<b>Diesel and Shunting Locomotives</b>			
Em3/3	18801..18841	Em	830 000..040
		Em	831 000..
Bm4/4	18401..18446	Bm	840 000..045
Am4/4	18461..18467	Am	841 000..006
Bm6/6	18501..18514	Bm	860 000..013
Am6/6	18521..18526	Am	861 000..005
Em6/6	17001..17006	Em	862 000..004
Ee3/3	16313..16460	Ee	930 000..128
Ee3/3 <sup>II</sup>	16501..16506	Ee	931 000..005
Ee3/3 <sup>III</sup>	16511..16519	Ee	932 000..019
Ee3/3 <sup>IV</sup>	16551..16560	Ee	933 000..009
Ee6/6	16801..16802	Ee	960 000..001
Ee6/6 <sup>II</sup>	16811..16820	Ee	961 000..009
Eem6/6	17003	Ee	962 000
<b>Railcars and Multiple Units</b>			
RABe EC	1051..1055	RABe	500 000..004
RABDe12/12	1101..1118	RABDe	510 000..017
RABDe8/16	2001..2004	RABDe	511 000..003
RBe4/4	1401..1482	RBe	540 000..079
		Bem	550 000..004
RBDe4/4	2100..2183	RBDe	560 000..083
		RBDe	560 100..141
BDe4/4	1621..1651	BDe	570 000..028
BDe4/4 <sup>II</sup>	1301..1302	BDe	571 000..001
<b>SBB Tractors</b>			
Te <sup>I</sup>	1..60	Te	210 000..59
Te <sup>II</sup>	61..97	Te	211 000..036
Te <sup>II</sup>	237..246	Te	211 100..109
Te <sup>III</sup>	139..179	Te	212 000..010
Te <sup>III</sup>	121..131	Te	212 100..110
Te <sup>IV</sup>	8201..8203	Te	214 000..002
Tm	900	Tm	230 000
Tm	401-403	Tm	230 001..003
Tm	893..896	Tm	230 010..013
Tm <sup>I</sup>	407..513	Tm	230 400..516
Tm <sup>II</sup>	601..853	Tm	230 600..852
Tm <sup>III</sup>	901..924	Tm	231 000..023
Tm <sup>III</sup>	9451..9463	Tm	231 100..112
Tm <sup>III</sup>	9501..9597	Tm	231 200..296
Tm	940	Tm	232 000
Tm	283 000	Tm	232 010

Series	Current Numbering	General Class.	New Number
Tm <sup>IV</sup>	8751..8796	Tm	232 100..145
	9651..9685	Tm	232 200..234
		Tm	234 000
Tem <sup>I</sup>	251..275	Tem	220 000..024
Tem <sup>II</sup>	276..298	Tem	221 000..022
Tem <sup>III</sup>	321..323	Tem	222 000..002
Tem <sup>III</sup>	324..365	Tem	222 010..051
Ta	966	Ta	200 001
Ta	968	Ta	200 010
Ta	969..974	Ta	200 020..025
Ta	975..976	Ta	200 011..012
Ta	251 002..005	Ta	200 002..005
Ta	978	Ta	201 000
<b>SBB Brünig Traction</b>			
HGe4/4	1991..1992	HGe	100 000..001
		HGe	101 961..968
De4/4	903..913	De	110 000..005
Deh4/6	901..916	Deh	120
Te <sup>I</sup>	198..199	Te	171
Te <sup>III</sup>	201..203	Te	171
Tm <sup>II</sup>	596..598	Tm	172
Tm <sup>II</sup>	980..984	Tm	172
Tm <sup>III</sup>	599	Tm	172
Tmh	985..986	Tm	173
XTm	101	Tm	180
<b>BLS Group [xx5 0xx - xx5 9xx]</b>			
Ed3/3	3	Ed	005 003
Te	11..17	Te	215 001..017
Tea	21..24	Tea	245 021..024
Te2/3	31..32	Te	215 031..032
Te	33	Te	215 033
Tem	41..43	Tem	225 041..043
Tem	45..46	Tem	225 045..046
Tem	55..58	Tem	225 055..058
Tm	61..72	Tm	235 061..072
Tm	75	Tm	235 075
Tm	79..89	Tm	235 079..089
Tm	91..98	Tm	235 091..098
Re4/4	161..195	Re	425 161..195
		Re	465 000..007
Ae6/8	205..208	Ae	015 205..208
Ae4/4	251..258	Ae	415 205..208
Ae8/8	271..275	Ae	485 271..275
Ce4/4	311..315	Ce	015 311..315
Ee3/3	401	Ee	935 401
Eea3/3	402	Eea	935 402
RBDe4/4	721..742	RBDe	565 721..742
ABDe4/8	746..755	ABDe	535 746..755
Be4/4	761..763	Be	545 761..763
De4/5	796	De	085 796

Series	Current Numbering	General Class.	New Number
<b>Bodensee-Toggenberg (BT) [xx6 0xx]</b>			
Tm	1..10	Tm	236 001..010
Eb3/5	9	Eb	006 009
Be4/4	11..16	Be	416 011..016
Te	35	Te	216 035
BDe2/4	41..42	BDe	576 041..042
Be3/4	43	Be	556 043
BDe4/4	50..53	BDe	576 050..053
RBDe4/4	71..76	RBDe	566 071..076
Re4/4	91..96	Re	456 091..096
<b>EBT Group [xx6 1xx; xx6 2xx; xx6 3xx]</b>			
Tm	10..15	Tm	236 310..315
Te <sup>I</sup>	21..29	Te	216 321..329
Tm	52..57	Tm	236 352..357
Te <sup>I</sup>	61	Te	216 361
Tm	71..72	Tm	236 371..372
Be4/4	101..108	Be	406 101..108
Re4/4	111..113	Re	436 111..113
Te <sup>III</sup>	121..124	Te	216 121..124
Ee3/3	131..136	Ee	936 131..136
Re4/4	141	Re	436 141
		Re	456 142..143
Ee3/3	151	Ee	936 151
Te <sup>III</sup>	161	Te	216 161
Be4/4	171..172	Be	406 171..172
Re4/4	181	Re	436 181
BDe4/4	201	BDe	576 201
RBDe4/4	221..226	RBDe	566 221..226
RBDe4/4	227..233	RBDe	566 227..233
De4/4	235..236	De	586 235..236
BDe4/4	262..265	BDe	576 262..265
RBDe4/4	261	RBDe	566 261
RBDe4/4	262..265	RBDe	566 262..265
De4/4	266..267	De	586 266..267
RBDe4/4	281	RBDe	566 281
RBDe4/4	282..283	RBDe	566 282..286
<b>Südostbahn (SOB) [xx6 4xx]</b>			
ABe4/4	5	ABe	526 405
ABDe2/4	9	ABDe	536 409
ABe4/4	11..14	ABe	526 411..414
De4/4	21..22	De	586 421..422
Tm	32..34	Tm	236 432..434
Re4/4	41..44	Re	436 441..444
Te <sup>III</sup>	51	Te	216 451
Te <sup>I</sup>	52..53	Te	216 452..453
Am4/4	61	Am	846 461
BDe4/4	80..87	BDe	480..487
<b>Sihlthal-Zürich-Uetliberg-Bahn (SZU)</b>			
<b>[xx6 5xx]</b>			
Be2/2	2 (ex22)	Te	556 502
E3/3	5	E	006 505
Em3/3	6	Em	836 506

Series	Current Numbering	General Class.	New Number
Em2/2	7	Em	826 507
Tm	8	Tm	236 508
Tm	10	Tm	236 510
BDe4/4	11..14	BDe	576 511..514
Be4/4	21..28	Be	556 521..528
Be8/8	31..32	Be	556 531..532
De3/4	41	De	016 541
Re4/4	42..47	Re	456 542..547
Be4/4	49	Be	416 549
De4/4	51	De	586 551
FCe2/4	84	FCe	026 584
BDe4/4	91..96	BDe	576 591..596
<b>Mittel-Thurgau-Bahn (MThB) [xx6 6xx]</b>			
Ec3/5	3	Ec	006 603
ABDe4/4	11..16	ABDe	536 611..616
Re4/4 <sup>I</sup>	21	Re	426 621
Em2/2	41	Em	826 641
Tm	51	Tm	236 651
Tm	61	Tm	236 661
Ee3/3	16318	Ee	936 618
<b>Reserve [xx6 7xx] [xx6 8xx]</b>			
<b>OKK [xx6 9xx]</b>			
<b>Chemins de Fer Fribourgeoise (GFM)</b>			
<b>[xx7 0xx; xx7 1xx]</b>			
Te2/2	52	Te	217 052
Tm2/2	81..82	Tm	237 081..082
Tm3/3	84	Em	837 084
Tm2/2	85..86	Tm	237 085..086
Te2/2	91	Te	217 091
ABDe2/4	155	ABDe	537 155
ABDe4/4	161..165	ABDe	537 161..165
ABe4/4	166..167	ABe	537 166..167
RABDe4/4	171..173	RABDe	537 171..173
RABDe4/4	181..182	RABDe	537 181..182
<b>Oensingen-Balsthal Bahn (OeBB) [xx7 2xx]</b>			
E3/3	1	E	007 251
E3/3	2	E	007 252
Ce2/2	102..103	Ce	217 262..263
Be2/4	201	Be	547 201
RBDe2/4	202	RBDe	547 202
BDe4/8	204	BDe	577 204
ABDe4/8	243..245	ABDe	537 243..245
De6/6	15301	De	607 266
<b>Chemin de fer Régional du Val-de-Travers (RVT) [xx7 3xx]</b>			
Be4/4	1	Be	407 301
ABDe2/4	101..102	ABDe	537 311..312
RBDe4/4	105..107	RBDe	567 315..317

Series	Current Numbering	General Class.	New Number
<b>Chemins de fer du Jura (CJ) [xx7 4xx]</b>			
BDe4/4	101..102	BDe	577 401..402
De4/4	111	De	587 451
Tm <sup>IV</sup>	181	Tm	237 481
Xm	182	Xm	077 491
<b>Martigny-Orsières (MO) [xx7 5xx]</b>			
ABDe4/4	5-9	ABDe	537 505..509
<b>Orbe-Chavornay (OC) [xx7 6xx]</b>			
Ee2/2	1..2	Ee	927 601..602
Em3/3	3	Em	837 603
BDe4/4	12..13	BDe	577 612..613
Be2/2	14	Be	557 614
De2/2	32	Be	587 632
<b>Private</b>			
Kreis I			xx7 7xx
Kreis II			xx7 8xx
Kreis III			xx7 9xx
<b>PTT [xx8 0xx]</b>			
<b>Sensetalbahn (STB) [xx8 1xx]</b>			
Tm2/2	11	Tm	238 111
Tm2/2	14	Tm	238 114
BDe4/6	102..103	BDe	578 102..103
Be4/4	106..107	Be	548 106..107
<b>Tramway Sud-Ost de Lausanne (TSOL) [xx8 2xx]</b>			
Bem4/6	201..212	Bem	558 201..212
<b>Pont-Brassus (PBr) [xx8 3xx]</b>			
RBDe4/4	2184..2185	RBDe	568 384..385

Series	Current Numbering	General Class.	New Number
<b>Wohlen-Meisterschwanden (WM) / Bremgarten-Dietikon (BD) [xx8 4xx]</b>			
BDe4/4	1..2	BDe	578 401..402
BDe2/4	3	BDe	578 403
Em2/2	101..103	Em	828 421..423
Em4/4	151	Em	848 451
<b>Sursee-Triengen (ST) [xx8 5xx]</b>			
Em2/2	1..2	Em	828 501..502
E3/3	5	E	008 505
E3/3	8522	E	008 522
<b>Rigi Bahnen (RB) [xx8 6xx]</b>			
BDhe2/4	1..7	BDhe	578 601..607
He2/3	8	He	298 608
BDhe2/4	11..14	BDhe	578 611..614
Bhe4/4	15	Bhe	558 615
H2/3	16..17	H	008 616..617
He2/2	18	He	298 618
Bhe4/4	21..22	Bhe	558 621..622
<b>Rorschach-Heiden-Bergbahn (RHB) [xx8 7xx]</b>			
DZeh2/4	21..22	DZeh	588 721..722
ABDeh2/4	23	ABDeh	538 723
BDeh2/4	24	BDeh	578 724
<b>Lausanne-Ouchy (LO) / Lausanne Gare (LG) [xx8 8xx]</b>			
Bhe2/2	111..112	Bhe	558 811..812
He2/2	121..123	He	298 821..823
<b>Güterbahn Kriens-Luzern (KLB) [xx8 9xx]</b>			
All xx9 xxx numbers are in reserve			

## Videos

### Creating Classic Layouts

#### Vol.II *Moving Mountains*

#### Vol.III *Prototypes Portrayed*

Both produced jointly by Peco and Renaissance Vision

**Volume II** starts with a description of *Europ*, a layout able to run long trains from a variety of countries. Michael watts then discusses the importance of visiting an area to be modelled and the necessity of taking many photographs. He follows this by demonstrating his method of making buildings from plastic sheet. Dave Angell puts the thinking behind *Jura-Simplon* into words, and there is a brief discussion

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about catenary. Michael Watts shows a practical way of making portable layouts using chipboard as the main material, concentrating on the joints between the boards. Finally Doug Wennberg describes the building of the platforms in his layout, which forms part of the *Jura-Simplon* complex.

Volume III concentrates on two layouts following British outline; Henry Holdsworth's 16mm scale *Lynton & Barnstaple* and the Manchester MRS' 2mm scale *Chee Tor*.

Both videos are well produced and contain useful modelling tips as well as some spectacular photography.