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## INTERNATIONAL



The company have leased a sixth Re 484 (484 013) to complete coverage of their loco hauled diagrams.

Just before 20:00 on 11<sup>th</sup> April, Train 157 (Stuttgart – Milano), stopped midway through the 9.5 km long Zimmerberg tunnel between Zürich and Thalwil with a fire in the voltage change equipment on ETR 470 007. The train was already running around 40 minutes late following earlier technical problems. Around 120 passengers were evacuated via the emergency access shafts. The tunnel was closed until midnight. The crippled unit was taken to Chiasso by Re/4<sup>II</sup> 11228 on 13<sup>th</sup> April; the Stuttgart diagram (Trains 156/157) was turned over to loco and hauled stock.

### ETCS Equipment

Work on installation of ETCS (European Train Control System) Level 2 equipment to driving vehicles continues apace. The present requirements, on a company by company basis, for the Lötschberg Base Tunnel and Bern – Olten NBS are: -

### SBB CFF FFS

Re4/4<sup>II</sup> – 63; Re6/6 – 63; Bt IC – 90 \*;  
RABDe500 ICN – 40 \*; Am 841 – 5; Am 843 – 3;  
Tm 234 – 6

### bls

Re4/4 – 20; Re465 – 18 \*; Re485 – 20 \*;  
Am843.5 – 3; Tm235 – 10;  
BLS also provide the Tunnel Rescue Train (LRZ)



ICE1 (401) 19 units (39 vehicles)



Re436 – 5\*

\* - Complete class

Re460 010 and 088 are both equipped with the latest software release and have been used on signal immunisation testing, whilst Re 460 053 has been similarly employed on testing extreme operational conditions.

Trials of the first ETCS-fitted DB ICE1 unit (a five car formation with power cars 401 072/572) took place from 27<sup>th</sup> February on the Mattstetten – Rothrist NBS.

## SWITZERLAND

### SBB CFF FFS

On the morning of 28<sup>th</sup> March, IR 2008 (06 02 Zürich Hbf – Bern) ran into a landslide between Riedtwil and Wynigen, derailing the leading bogie of the Bt. Attempts to move the rest of the train back to Herzogenbuchsee failed due to a defect on the propelling Re460; the 500 passengers had to be transferred to an Am843-powered rescue train, reaching Burgdorf around 3 hours late. The line remained closed until 19.00 that evening, with buses running between Burgdorf and Herzogenbuchsee.

Re4/4<sup>II</sup> 11268, damaged in an accident on 10<sup>th</sup> February 2005, has re-entered service, renumbered Re 420 268 and fitted with a replacement cab and ETCS equipment.

RABe 520 000 was tested on the (TSOL) line at Renens on 23<sup>rd</sup>/24<sup>th</sup> February to assess the performance of the GTW2/6 units on an 80m radius curve. This is the intended radius of the curve that will take Seetalbahn trains into the main station at Lenzburg.

The 12 panoramic coaches, largely redundant on international services, will be redeployed from December 2006 onto Basel – Locarno IR services. Two coaches will continue to be used on the Zürich – Wien route.

Heavy rain on 10<sup>th</sup> April caused a number of landslides in western Switzerland. Two slips near Bressonaz destroyed a total of 55m of the trackbed between Moudon and Eclubens-Rue, which remained closed until 4<sup>th</sup> May. As well as replacement buses over the closed section, direct buses were run between Lausanne and Moudon via Jorat. A slip at Léchelles derailed RBDe 560 003; the line between Payerne and Grolley remained closed until the evening of 12<sup>th</sup> April. Also derailed by a landslip on this day was RBDe 560 022 near Bevaix on the Yverdon – Neuchâtel section, however in this incident traffic was able to pass on the other track.

Ae6/6 11437 derailed at Kaiseraugst on the morning of 1<sup>st</sup> May. The Pratteln – Rheinfelden section was restricted to single track operation in consequence until around 23:00.

Sursee-Treingen-Bahn (ST) Em2/2 2 has been sold to SBB Cargo and taken into stock as "TM IV 8701" – all the lettering is in capitals!

It is planned to refurbish 116 of the 126-strong NPZ fleet by 2013. The driving vehicles will be equipped with air conditioning. 188 low floor intermediate vehicles, similar to those under construction for TPF, will replace the existing second-hand EWI / EWII fleet. Priority will be given to convert the 15 units for the "Glarner Sprinter" (Zürich – Linthal) and St Gingolph – Brig (RegionAlps) services. It is not planned to refurbish the prototype units 560 000 – 003 or dual voltage units 562 001 – 005.

**zbt Die Zentralbahn.**  
→ Luzern Engelberg Interlaken

Ex LSE BDeh4/4 8 is being overhauled and will be turned out in a dark green and white livery.

Two De 110 Pendelzug sets are retained for emergencies, one each at Luzern and Meiringen.

## **bls**

Re 420 512 was taken out of traffic in March for a repaint from "Swiss Express" to BLS livery.

'BLS 100' 'postmarks' have been appearing on the cab windows of the Re 485 fleet. The 27<sup>th</sup> July 2006 marked the centenary of the incorporation of the original BLS Company.

## **BLS/RM/CR**

The BLS and RM companies formally amalgamated on 24<sup>th</sup> April. The new company will be known as the BLS and its capital is divided 75% / 25% between the two former companies. The former cargo division of RM (Regionalverkehr Mittelland) is now a separate business known as Crossrail (CR) and which is owned by Babcock & Brown.

Three Bombardier Class 185 electric locomotives, Re 185 564/6, have been leased from Mitsui Rail Capital Europe.

On the morning of 28<sup>th</sup> April Re465 017 & Re465 014, undertaking a shunting move at Gwatt just south of Thun, collided with ICE 278 operating the 06:00 Interlaken Ost – Berlin. Eight people were injured with 465 017, the lead ICE power car (401 573) and a first class coach being badly

damaged. Seven bogies of the ICE were derailed. Services between Thun and Spiez were suspended for the rest of the day, with freight traffic diverted via the Simplon line and then Yverdon – Solothurn (SBB Cargo), Chexbres – Fribourg (BLS Cargo) or Lausanne Triage (reverse) - Romont (Crossrail). Also diverted via Chexbres were CIS 46, EC 90 / 91 'Vauban' (Bruxelles – Brig) and EN 313 / 314 (Basel – Roma).

Services through Gwatt restarted the following morning, the first priority being to move RAlpin trains that were otherwise blocked. Goods services restarted around 13:00, with trains restricted to a single track through Gwatt, whilst passenger services followed at 15:00. The second track became available on 30<sup>th</sup> April.

The undamaged section of the ICE (the 2<sup>nd</sup> class coaches and restaurant car) was initially taken to Spiez by the other power car 401 073 before being despatched to AW Nürnberg on 4<sup>th</sup> May. The two relatively undamaged first class coaches were similarly despatched behind Re 460 100 and a DB match coach on the evening of 9<sup>th</sup> May. The damaged power car and coach, unfit to travel by rail, remained dumped at Gwatt awaiting road transport.

## **crossrail**

ETCS Level 2 equipment is being fitted to the 5-strong Re 436 fleet inherited from RM. The first to be modified by Stadler Winterthur is Re 436 113. The opportunity has been taken to paint this locomotive in the new livery, which is a deep red with a stylised white 'double S'. The engine was running trials from Winterthur on 23<sup>rd</sup> March.

Two CR 185's were used on 4<sup>th</sup> March to rescue EN 314 'Roma' after the Re4/4II failed near Lavorgo.



RBe4/4 205 has been repaired and returned to service, allowing the return of the hired RBe540 to SBB.

## **SZU**

The line between Sihlwald and Sihlbrugg will close to passengers from the December 2006 timetable change, with the result that Zürich S-Bahn service S4 will terminate at the former station. Sihlbrugg is on S-Bahn service S1 between Zürich and Zug.



The first refurbished NPZ unit has entered service. The revamped unit comprises refurbished motor coach RBDe 567 181 and ABt (ex Bt) 381, with new low floor intermediate coach 367.

ABe4/4 166 was heavily damaged by colliding with a lorry on an ungated crossing near Bulle on 10<sup>th</sup> April. With the Pendelzug leased from THURBO still out of service, a two car Pendelzug (RBe 540 063 / Bt 963) has been hired from SBB to cover Bulle – Romont services.

**AB / RHB / RhW / TB**

The four minor Appenzell lines planned to merge on 1<sup>st</sup> July to form a new “Appenzeller Bahnen” company, and was subject to approval at Extraordinary General Meetings to be held on 23<sup>rd</sup> June.



**BLM**

The Lauterbrunnen – Grütschalp funicular closed on 23<sup>rd</sup> April; the replacement cable car is due to open on 6<sup>th</sup> December. Passenger traffic for Mürren is directed via a strengthened bus service, that runs at 30-minute intervals, to the Stechelberg cable car base station.



B 756 has been converted into a composite-driving-trailer ABt 715 to work with GTW2/6 units ABe2/6 631 to 634.



First class only unit Ae4/6 57 has been reconfigured as a standard two-class unit.

ABe8/8 24 Vigizzo returned to service at the end of May as an air-conditioned unit for group traffic.

Three four-section units are on order to replace the remaining units of the 21 – 24 series of 1959.



**Rhätische Bahn**

The new Glacier Express coaches are classified as ‘Api’; the ‘i’ suffix indicates ‘disabled toilet’

rather than ‘open balcony’! The Glacier Express supplement has risen this year to SFr 30 for the re-equipped trains and SFr 15 in the remaining services. As before, these supplements do not apply to journeys in the Brig – Zermatt and Disentis – St Moritz sections



The second modernised Pendelzug set, Bt 244 / BDe4/4 5004 / ABt 344, has been completed by Chernex works



Tmf 165 and 166 have been fitted with particulate filters by the RhB at Landquart. The filters are as fitted to the RhB’s 85 – 89 series.



Former MC BDeh4/4 14, once reserved for a French preservation group, has been broken up. Recovered parts will go to the restoration of sister unit ABFeh4/4 15 for the Train Nostalgique de la Vallée du Trient group.

MC 6 of 1957 is under conversion to an electro-diesel works car, capable of working off power on snow plough and works train duty.

**TRAMS**



The first unit for the pneumatic-tyred m2 Metro was delivered to the CFF Lausanne depot on 2<sup>nd</sup> March. Alsthom are delivering each of the 15 units at roughly three week intervals, although the line is nowhere near completion. Until the new depot at Vennes is completed, CFF will store the units at Lausanne depot.

Also on the 2<sup>nd</sup> March (and the 3<sup>rd</sup>) the remaining Lausanne - Ouchy stock was moved by road from Ouchy into store at Châtillon following completion of the dismantling of the old rack line.



**Transports publics genevois**

The link between Lancy Pont-Rouge and Les Palettes opened on 21<sup>st</sup> May. Routes 15 (now Nations – Palettes via Acacias) and 13 (Nations – Palettes via Carouge) inter-run at Palettes with Route 15 trams returning to the city

on Route 13 (or vice versa). Route 17 now runs from Gare Eaux Vives to Palettes via Acacias.

VBZ Züri Linie

The first production Cobra tram, Be5/6 3007, was moved by road from Bombardier Villeneuve to Zürich on 15<sup>th</sup>/16<sup>th</sup> March. Entry to service was planned for in late April. It is expected that later units are to be moved by rail rather than road.

## **PRESERVATION**

### **SBB Historic**

Eb2/4 5469 was re-launched on 27<sup>th</sup> March following its overhaul by the Balsthal Dampfgruppe. It now carries its original identity as Jura Simplon 35.

Prototype Ae6/6 11402 has been taken into SBB Historic ownership.

### **VHS**

BLS Ae4/4 258 is on display at Luzern for around a year commencing on 25<sup>th</sup> March.

### **Classic Rail / Rail4Chem (R4C)**

Re 416 626, (formerly Re4/4<sup>1</sup> 10009) was hired to Rail4Chem in March 2006. It now carries R4C branding and has been fitted with Ae4/7 buffers. The planned use is as a second engine for the booked BR 185 over the Bözberg line on oil train 48661 (Muttentz Yard - Glattbrugg).

## **Brian Hemming**

## **SBB CFF FFS** **STOCK CHANGES**

### **JUNE 2005**

**New:** Am 843 094 (fitted for working in Germany)

### **SEPTEMBER 2005**

**New:** Re 474 002-005, 009, 013, 017, 018 RABe 521 003, 004, 012 Am 843 016, 017, 050

**Withdrawn:** Tm<sup>I</sup> 493/8 Ee3/3 16337

**Renumbered:** Tm<sup>III</sup> 9519/75 to Tm 232 043, 042

**Hired stock:** 189 994-8 (ES 64 F4 094-098) – returned to Displok

### **OCTOBER 2005**

**New:** RABe 521 013 Am 843 018

**Withdrawn:** Bm6/6 18506

**Renumbered:** Tm<sup>III</sup> 9539/63 to Tm 232 044, 045

### **NOVEMBER 2005**

**New:** Tm 235 007, 012 RABe 521 005, 006, 008 Am 843 019

**Withdrawn:** Tem<sup>II</sup> 324 Tm<sup>II</sup> 693/7 Ee3/3 16392/407 Bm4/4 18411 Em3/3 18833

**Renumbered:** Am 843 051 (Cargo) to Am 843 015 (Infra) Tm<sup>III</sup> 9540/56 to Tm 232 046, 047

**Hired stock:** Am 840 901-3 – returned to Angel Trains Cargo

**Named:** Re 482 034 Duisberg

### **DECEMBER 2005**

**New:** RABe 521 015, 016 Am 843 020

**Withdrawn:** Tm<sup>II</sup> 838

**Renumbered:** Tm<sup>III</sup> 9532/57 to Tm 232 048, 049

### **JANUARY 2006**

**New:** Re 482 035 RABe 521 007, 014, 017

**Withdrawn:** Te<sup>III</sup> 147/55/72 Tm<sup>II</sup> 781 Bm4/4 18418 Ee 934 557

**Renumbered:** Tm<sup>III</sup> 9506/35 to Tm 232 051, 050

### **FEBRUARY 2006**

**New:** Re 482 036, 037 RABe 521 018 Am 843 021

**Withdrawn:** Te<sup>III</sup> 141/6/59 Tem<sup>II</sup> 280 Tm<sup>I</sup> 482 Tm<sup>II</sup> 719, 848 Ee3/3 16332/56/7/74  
Ee3/3<sup>II</sup> 16518 Bm6/6 18503 Em3/3 18817

**Renumbered:** Re4/4<sup>II</sup> 11268 to Re 420 268 Re6/6 11635 to Re 620 035  
Tm<sup>III</sup> 9554 to Tm 232 052

**NOTEPAD** is compiled by Nick Freezer and includes contributions by Brian Hemming, Toggenburg and others. Send your observations direct to Nick.NJFreezer@aol.com