

Sidetracks... a miscellany of items

Objekttyp: **Group**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): - **(2008)**

Heft 95

PDF erstellt am: **26.05.2024**

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

HISTORIC

BC

MOB DZe6/6 2002, out of service since 1996 with axle problems, has been transferred to a group based on the BC. The 1932 built unit has been stored in the open since the shed at Gstaad was demolished at the end of 2007. See the article on pages 35 and 36.

LA TRACTION

Although the group had to cancel their Mother's Day specials for May 11th due to the closure of the Saignelegier – Glovelier section, their ex-SZB Gem4/4 122 was hired by CJ for use on works trains on the closed line.

DBB

The DBB (ex EBT) depot at Burgdorf will be demolished as part of the station improvements there; their workshop will move to the former EBT wagon repair shop at Konolfingen in 2009.

This group is planning to move its steam operations away from the Sensetal to the de-electrified Solothurn – Büren an der Aare line. For the rest of this year, they are advertised to work steam shuttles between Ramsey and Huttwil on 14th September for the Slow Up Emmental weekend and for the SMB Centenary on 5th October.

DFB

HG2/3 6 Weisshorn has reentered service after overhaul, painted in the traditional Swiss dark green livery.

BLS

A cavalcade was staged on 1st June at Dürrenroth between Sumiswald and Huttwil to celebrate the centenary of the Ramsey – Huttwil line. Most of the EBT and BLS historic fleet was present: electrics comprised BLS group Ae8/8 273, Ae4/4 251, Ae6/8 205, Ce4/6 307, EBT group De4/4 259, BDe2/4 240, Be4/4 102, plus Re465 017 and 425 191 from the operational fleet; steam featured GTB Ed3/3 3, SMB Ec4/5 11, LHB Ed3/4 11, EBT Ed4/5 8 (all on passenger sets), SMB Ed3/4 2 on mixed, plus ex-DB 64 518 on goods and SBB Historic's CZm1/2 321. Another centenary celebration is planned for the SMB on 5th October

● WHOOPS!

In the June edition of *Swiss Express* we managed to mis-spell the names of two of our contributors. They were Jason Sargerson (not Sargeson) and Bill Weber (not Webber). Also the picture on P 49 of the magazine should have been credited to Armin Schmutz not the SBB. Sorry everyone.

● DIFFERENT BUS.

One of our alert members, David Williams, has pointed-out that the articulated vehicle that was used in the emergency services exercise in Luzern that we reported upon in the June *Swiss Express* was actually a trolleybus. We should have spotted the electrical gear on the roof together with the mounting points for the trolley poles.

Thanks, David.

● LAUSANNE m2 PROJECT.

Following the article on this project in the June *Swiss Express* Marc Badoux the Director of the project has kindly written to us to note that the inauguration festivities for the m2 are planned for the 18th – 21st September. Your magazine circulates at the highest levels!

Editors Note: If any member is in Lausanne on the dates in question we would be pleased to receive an article, or just some photographs, recording the events.

● ACCIDENT CLOSES LINE.

On the 23rd May the main SBB/CFF line between Geneva and Lausanne was brought to a standstill at 08.20 when an Re4/4 on a local train managed to entangle its pantograph in the overhead wires near Morges. It was two hours before the line was reopened. Thirty trains were cancelled. Buses were run between Allaman and Lausanne. Around 10,000 commuters were affected. Some Lausanne inhabitants took taxis to make sure that they would catch their flights from Geneva airport – at SFr250! Fifteen people are reported to have missed their flights. It is the 5th time this year that this stretch of line has been closed, twice because of suicides. The Swiss press say that the line is saturated, with no alternative route in case of difficulties, and demand the continuation of the third track that was opened in 2004 between Geneva and Coppet. The line sees more than 238

passenger trains (carrying 38,000 passengers) and 35 freight trains per day.

Ron Smith.

● HUPAC NEWS.

The combined transport operator HUPAC has reported an above average growth of over 6% in its rail transit traffic through the Swiss Alps during 2007 resulting in a profit of SFr 7.2 million. More information is available (in English) on their website

www.hupac.ch.

Irmtraut Tonndorf.

● SWISS MILITARY LOGISTICS.

The Swiss military are reorganising their already excellent logistics. They are going to reduce their number of depots considerably. However, they will still use SBB heavily. The military is an important customer for SBB as some 80% of recruits go to basic training, and 60% of soldiers being moved around, go by train. These movements are worth SFr 30 million to the SBB. The transfer of troops, vehicles and munitions is another SFr 2 million, and movements between army depots of troops and supplies are another SFr 12 million. Interestingly, despite being very modern, the Swiss Army still retains mules for transport in the high Alps!

Ron Smith.

Editor's note: It was only at the end of the 1990s that the Swiss Army decommissioned their Bicycle Brigades. With the current price of fuel they may be wondering if they acted too hastily!

● ANOTHER WEBSITE.

A French colleague has let us know about another interesting website www.cheminet.free.fr/ch that has a great deal of information on it about railways in both France and Switzerland. It is in French though, with no other language option.

Pierre Coester.

● YET ANOTHER WEBSITE!

www.startrain.ch/modellbahn/zeitgeschichte_SBB.html This website

gives a link to a rather useful chronology of things SBB.

Hugh Edgely.

● SCENIC MODELLING.

Peter Marriot has kindly noted that for any member who purchases a copy of his Scenic Modelling book, that was reviewed in the June *Swiss Express*, direct from him (at £9.99 including post and packing) he will make a £1 donation to the SRS providing they let him know their membership number. His address is 26, Paxton Crescent, Shenley Lodge, Milton Keynes, MK5 7PY. Please make cheques payable to Peter.

● AUTUMN EVENTS.

There are four events taking place in Switzerland during October that members may be interested in. They are:- American rail fans show – Oct 11/12 in Adiswil; A small show at Bauma - Oct 11/12; The last days for the DFB – Oct 5 – Realp; RhB Krokodil No.4, a four day event - Oct 9-11 – St. Moritz (however we understand that this may be sold out).

Bill Weber.

● SWISS TRAVEL CENTRE.

One of our members has informed us that when they recently contacted the Swiss Travel Centre to book the special offer on Swiss Passes that was publicised in the June *Swiss Express* they were asked to pay a booking fee. They quite rightly questioned this, pointing out that there was no mention of such a fee in the promotional advertisement. Having consulted a colleague the STC employee agreed that as this was the case no additional fee would be required. We suggest that you bear this incident in mind when contacting the STC. Another member has noted that whereas rail fares in Switzerland used to be based on a simple distance scale, individual tickets now seem to be sold on a market-price basis with considerable variations apparently occurring on similar distance trips. All the more reason to buy a Swiss Pass in one of its many forms.