

From the editors notepad

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FROM THE EDITORS NOTEPAD

M.O.B. A credit application has been made for the purchase of four new locomotives for the proposed metregauge link line from Zweisimmen to Interlaken Ost. The locomotives would be of the type GDe4/4 and be able to operate on the 850v DC supply of the MOB and the 15,000v AC supply of the BLS and SBB Brünig lines. The locos would also be fitted with the type +GF+ couplings as used on the SBB Brünig line.

Ex Worb-Bähnli BDe4/4 Nos. 36-38 plus Be4/4 Nos. 71-73 have been delivered to Zweisimmen for duty on shunting and service train operations.

Rh.B. A total of SFr161 million has been requested for the following work: Alterations to the station at Chur to accommodate the new Arosa line. New platform at Thusis to permit the boarding of trains without having to cross any tracks, repair to the storm damaged bridge at Cavialiasco, building work at Pontresina depot, a new cement loading terminal at Landquart and the catenary conversion of the Chur to Arosa line to change the supply voltage to 11,000 volts AC as per the main line. Work will commence on the 1st September 1988.

Radio equipment is being fitted throughout the main line area, and a completion date of 1989 is given.

C.M.N. The depot at Les Ponts de Martel is undergoing rebuild. The purchase of two treibwagens type BDe4/4 and a driving trailer type BDt is being planned for this line.

B.L.S. The locos of the type Re4/4 numbered 162-176, 181-195 will receive names in the following order. Court, Grenchen, Lengnau, Moutier, Aeschi, Ausserberg, Baltschieder, Bönigen, Brig-Glis, Därligen, Eggerberg, Lötschental, Frutigen, Gampel, Hochtenn, Interlaken, Kandergrund, Kandersteg, Krattigen, Lalden, Leissigen, Mund, Naters, Piedergesteln, Raron, Reichenbach, Spiez, Steg, Thun and Unterseen.

Ex PTT Ee3/3 loco No. 11 has been purchased by the BLS and classified as Eea3/3, for shunting operations and has been fitted with accumulator equipment for use in non operational catenary areas.

The rebuilding of the type EWI Nos. B839-841 coaches for the new Bern LeLocle Pendelzüge is now complete and they have gone into service with either an Ae4/4 or Re4/4 as the motive power. Train formation is Loco, coach type BD, type B, type AB and Bt Nos. 951-953. Overhaul and conversion work on the coaches was carried out by BLS workshops Bönigen.

B.T.I. Triebwagen type BDe4/4 No. 6 has been fitted with a bar and renumbered as No. 56.

W.A.B. The first of the four new BDhe4/8 Doppeltreibwagens, No. 131, was delivered by SLM of Winterthur in April of this year and has successfully carried out proving runs on the Lauterbrunnen to Kleiner Scheidegg line. Capacity is 200 seated passengers.

B.V.B. The Villars to La Roche Grise line will become a twin track route and the depot located at Villars is to undergo rebuild.

SBB. Plans are being made to build a tri-current locomotive of the type Re4/4 V for service in the Basle and Geneva sections. The voltages will be the SNCF level of 25kV 50Hz, SBB levels of 15kV 16.66Hz and 1.5kV for the Geneva to La Plaine line.

Starting in 1990 a direct "Talgo" service will run between Basle, Zürich and Barcelona. The equipment proposed for this service is a Gliederzug (Articulated train) similar to that which used to run on the DB Hamburg to Basle and Zürich "Komet" service.

Between December 20, 1946 and December, 31, 1986 the Re4/4I locomotive No. 10008 had travelled a total of 7,109,600 Kms and is still in service today averaging 180,000 Kms per year. The single loco record for distance was for type Re4/4II No. 11334 which travelled 256,000 Kms during 1987.

S.B.B.

FS locomotives are now running into Brig from Domodossala!! The type D345 diesel electric loco of the FS is helping the SBB diesel hydraulic Am4/4's over this section of the Simplon line while work is carried out on replacing the 60 years old catenary.

Workshops (HW) Bellinzona are currently converting two types EWIIA (18 33 584 and 596) coaches into Saloon wagons SR 89 33 610 and 611 for use on the "William Tell Express" service. Olten HW is renovating two type EWI, SR 33 89 500 and 501, coaches for the same service.

The carriage works at Bellinzona are due to be replaced by a larger building in 1990, work on the new building will commence in September of this year.

The large saloon of the steamer "Unterwalden" has been completely refurbished in the "Belle Epoque" style for use on the "William Tell" express service.

The first of the Re4/4V body shells has been rolled out at SLM and will be fitted out by them before being sent to BBC for the electrical installations. It is due to start trials at the end of 1988 and go into service in 1989.

The catenary in the tunnels of the SBB S Bahn in Zürich consists of overhead rails supported from special insulators, and it is this system that is going to be tried in the Simplon tunnel. If it is successful the available height will be increased for both the car carrying and the Huckepack services through both the Simplon I and II plus the Gotthard tunnels.

A new weekly service from Zürich Altstetten to Napoli will run from June to September. Train stock will consist of 1 x SRm (Chiasso only), 2 x WLABm, 3 x Bcm and 6 x FS wagons Laes.

Planning is well advanced for the 10.4Km tunnel from Dorfnest to Winterthur Toss for the Zürich Flughafen to St. Gallen trains, should be complete by 1990. Construction will take seven years and the completion date is 1998.

Evaluation studies are under way to discuss the purchase of the Italian ETR401 (Pendolini) in a dual voltage mode. This 200 Km/h train would be for use on the Milan to Zürich and Geneva services.

A total of 47 of the type AIV coaches have been fitted with telephone equipment for use on the services between Geneva, Biel, Bern, Basle, Zürich, Romanshorn and Rorschach.

An ex Rheingold Panoramic coach will be in service on the Gotthard line until the 23rd October on trains EC53 and EC56 (Rossini).

Stock level of the type IV coach as at the end of April was as follows: 462 in service or on order comprising 3 saloons, 174 type A, 262 type B and 23 type WR. Seating in the new type B is 86 of which 63 are in the no smoking area.

The rebuild of the loco type Ae6/6 to increase its speed and hauling capacity, conversion to Re6/6, has been postponed due to the high costs involved.

SBB Brünig. The 8 locomotives of the type HGe4/4II due for delivery in 1989/90 will be numbered 1961/8. The HGe4/4II Nos. 1951/2 will be delivered to the FO after refurbishment and bogie changes by SLM Winterthur.

Tractor Dms 3962 has been transferred to the Dampfbahn Furka Bergstrecke. Also transferred were wagons type Gk Nos. 2034, 2037, 2041, 2056 and 2064.

The "Aussichtswagens" (Open top passenger viewing coaches) will remain in service on the Brünig line after the celebrations have ended.

M.G.N. The Montreux – Glion – Naye line is to get a new Lenktriebwagen (Articulated) type Bhe8/8 for multiple unit operation to run with those vehicles already so fitted.

F.A.R.T. The Domodossala, Centovalli and Locarno service will terminate in Ponte Brolla for the next three years, and during that time passengers for the SBB station in Locarno will be carried by bus.

BVZ. HGe4/4 locomotive No. 16 has been fitted with remote control equipment for operation from the coach type Bt Nos. 2241/2 to be used in a Pendelzug formation on the Täsche to Zermatt service.

BT. Crests are to be fitted to the 16 modern vehicles in the fleet.

R.B.S. The loco type Be4/4 will be overhauled and preserved, but it is quite likely that the triebwagen BDe4/4 No. 35 and driving trailers Bt 231-233 and 237 will be scrapped. Coaches Nos. 331-336 are also likely to be scrapped.

S.G.A. A new idea was put into operation on this line on the 12th March, as coach ABi No. 53 was returned to service as a mobile library.

SBB TWO-WAY RADIO FOR TRAINS

By P. Rigby

This year sees the start of the first trial section of a new two-way voice communication system enabling train drivers to keep in constant touch with their traffic control centres.

It is part of a new nation-wide control plan being implemented to cope with future traffic requirements. The system will be based on 5 operational control centres in Zürich, Lucerne, Lausanne, Biel and Bellinzona, with about 40 remote control centres at major railway junctions.

It is hoped to complete the full east-west axis St. Gallen - Geneva during 1989, with the entire SBB network covered by 1993.

The initial plan is to provide constant voice communications for train drivers. However, the system will also handle digitally encoded data and eventually serve the coming public railway communications service.

It will operate on the internationally agreed radio band of 457 to 458 MHz. This will enable SBB locomotives to be reached outside the country and foreign locos when they are inside Switzerland.

The radio system will involve some 400 radio base stations spaced at 5 to 8km intervals along 2117km of track. Tunnels present a special problem since they shield the train from radio signals. This will be overcome by fifty special tunnel antenna systems, ensuring no break in communications. Each radio base station is linked via a cable system to the control centres.

The system is being supplied by Brown Boveri, with the mobile radio sets from Autophone AG.



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