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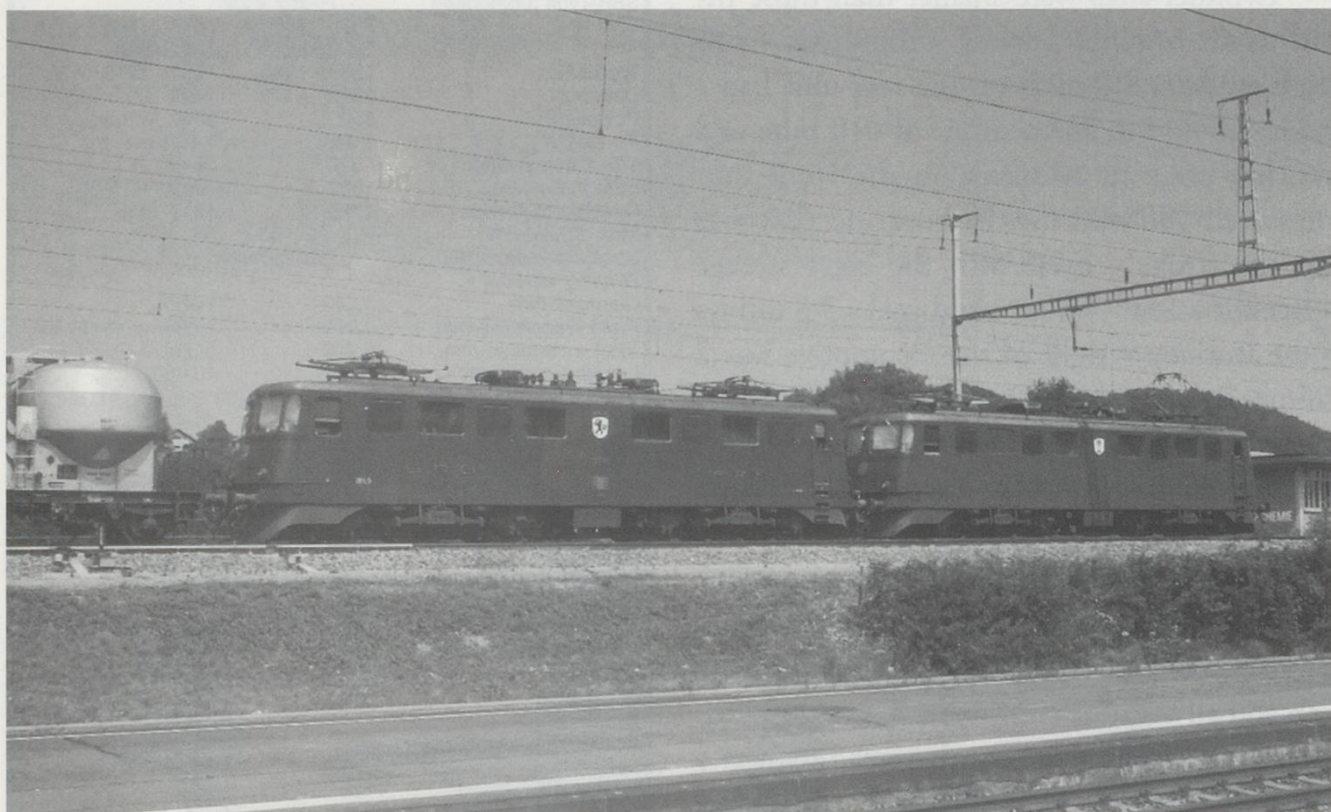
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AN HOUR OR SO AT KILLWANGEN-SPREITENBACH



ALL THE PICTURES IN THIS ARTICLE WERE
TAKEN BY DAVID ADAMS

Ae6/6, 11459 Chiasso hauls sister Ae6/6 11456 Olten up
the ramp past K-S towards Limmattal yard. 06/07/2000

Killwangen-Spreitenbach (K-S) is a suburban station situated 16 km west of Zürich. It is served exclusively by the Zürich "S" Bahn "S12" service which runs to Brugg AG to the west and alternately to Seuzach and Winterthur Seen via Zürich HB Low Level, Stadelhofen and Winterthur in the opposite direction. All trains are normally SBB class 450 double deck push and pull sets, sometimes in multiples of two or three, and run every 30 minutes in each direction. The journey time from platform 21 at Zürich HB (xx.13 & xx.43) is 19 minutes.

Well, so far it may not sound a particularly interesting place, but if you are willing to forgo Alpine scenery for a little while, the rail activity will certainly make up for it as 30 - 40 trains per hour are almost guaranteed to pass on Mondays - Fridays.

K-S station is uncomplicated having just two island platforms with an additional run-

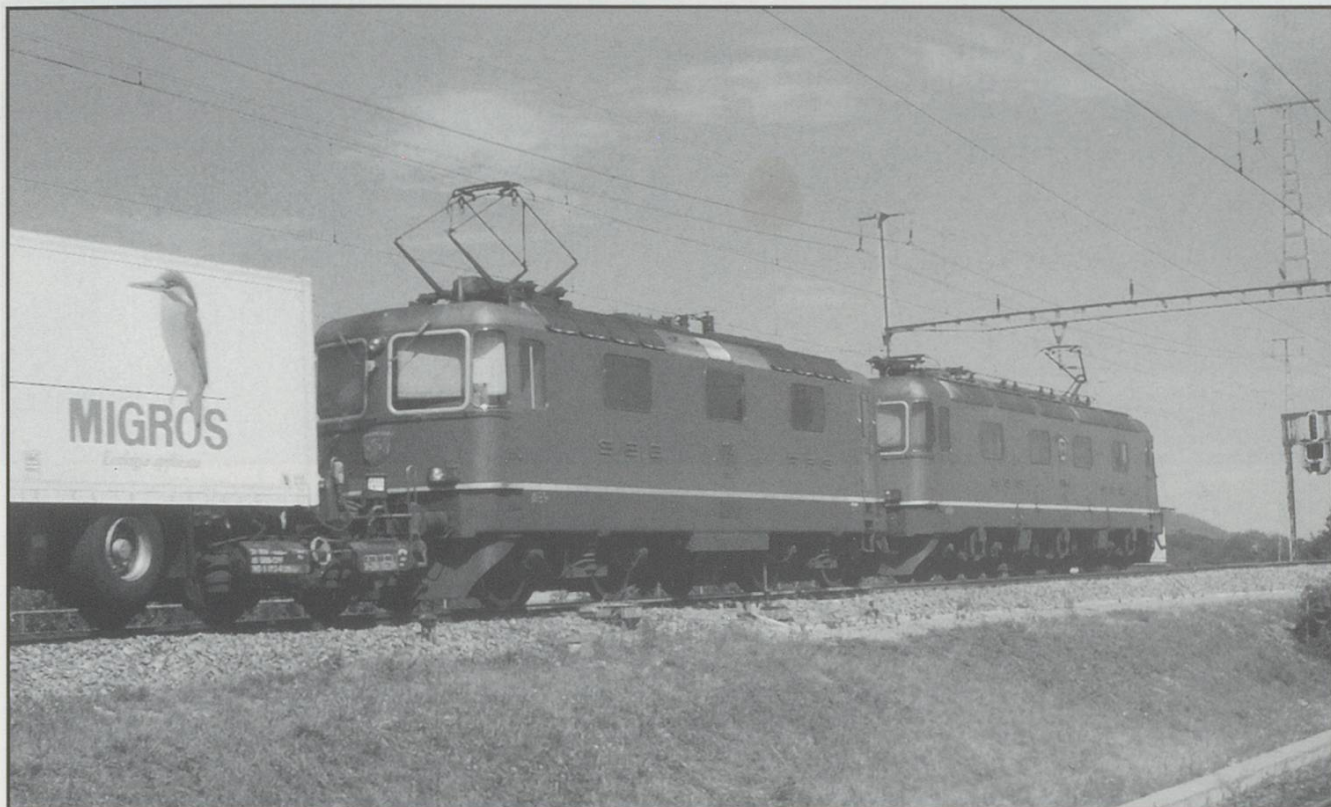
ning line on the south side. There is also a siding on the south side serving a small freight handling facility on which the resident tractor, Tm 8760, is parked when not in use. On the north side two additional lines climb up an incline to cross a flyover to the east after which they descend into Limmattal Marshalling Yard, a huge complex stretching for most of the 5 km to the next station at Dietikon, which handles around 130 freight trains on working days. In the opposite direction, a short distance to the west, the line splits into three routes, the direct main line towards Olten through the Heitersberg Tunnel, the main line towards Brugg AG and a secondary line over which freight trains heading for Limmattal Yard from the north of Zürich are routed (via Zürich Seebach and Regensdorf).

Main line passenger trains leaving Zürich HB hourly at xx.03, 06, 34 & 37 together with those that leave most hours at xx.57 take the

direct line towards Olten. Those leaving at xx.00 & 30 take the Brugg AG line together with a mainly even hours xx.04 departure from Zürich Flughafen, the latter not calling at Zürich HB. General destinations are Basel, both via Rheinfelden and Aarau, Bern, Lausanne and Geneva both via Bern and Biel, Interlaken and Brig and they take about 10

with their Eurostar type riding quality) are fast becoming part of the regular scene, not forgetting the already established occasional TGV and ICE.

Turning now to freight activity, the two lines leading to the east end flyover are extremely busy and on my visits, which have been in the afternoons, there have been



An Re"10/10" formation comprising Re6/6 11634 Aarburg-Oftringen and Re4/4" 11132 climb towards the flyover east of K-S which will take them into Limmattal yard. 06/07/2000

minutes to pass K-S from Zürich HB. A similar pattern is of course repeated in the reverse direction. There are also additional loco-hauled rush-hour longer distance commuter trains but the minimum is 20 passenger trains passing through each

hour, which includes the four "S" Bahn locals. Fast trains are invariably either class 460's working with push and pull sets (single and double deck) or Re4/4IIs in conventional mode but of course the new class 500 ICN multiple units (what superb trains they are

between 10 and 15 mixed freight trains an hour using these lines. The vast majority were in the hands of Ae6/6's with the occasional Re4/4II, Re6/6 or Re"10/10" pairs. In fact during a two hour period on Thursday 6th July 2000 no less than 22 Ae6/6's passed by on these two lines, one being hauled dead behind the train engine. Many were still in their origi-

nal green livery, some looking rather work

SUMMARY OF MOTIVE POWER - ONE HOUR AT KILLWANGEN-SPREITENBACH
THURSDAY 6TH JULY 2000. (14.57 - 15.56)

Re4/4"	Re6/6	Ae6/6	450	460	540	Ee3/3	Tem	Tm	TGV	TOTAL
10	2	14	4	9	2	1	1	1	1	45

stained. They tended to outnumber the red liveried examples, which were generally in better external condition and much more photogenic, by about two to one. Much faster progress has been made in applying the newer red livery on other classes and both Re4/4s and Re6/6's



now have a predominance of red examples. Block trains such as oil tanks, car transporters and intermodals occasionally pass through the main station and I have seen classes Re4/4^{II}, Re6/6 and 460 on such duties. The only freight trains to enter Limmattal Yard from the eastern end at Dietikon are normally those arriving from the Chur / Buchs SG direction.

There are also some private sidings in the vicinity and Tem 337 appeared from the east with a couple of wagons while Tm 8760 crossed all running lines to collect a wagon from another private siding east of the flyover on the north side of the line. On its return it had a lengthy wait for path back across to the south side of the station. Two empty class 540 EMU's, one just a single power car, also passed through heading towards Brugg and an Ee3/3, 16432, appeared from the west end. Several rail staff left the cab and it remained in a platform line for over 30 minutes causing eastbound "S" Bahn trains to be re-platformed. All lines are signalled for bi-directional working but I only saw this facility used on one occasion when a through eastbound empty stock

Just to show that there are passenger trains! 450019 pauses at K-S with the 14.57 to Seuzach while Re 4/4^{II} 11143 heading an eastbound empty stock is routed over a line used mainly by westbound trains. Further to the left 540053 can be seen passing through empty. The freight facility is also visible with Tm 8760 lurking in the shadows. 06/07/2000

was routed over what is normally a westbound line.

K-S station is actually on an ESE – WNW axis to which I have referred so far as East and West respectively for simplicity. The best time for photography is late morning and early afternoon. Later the sun goes too far round to light the front of eastbound trains. Photography was the main reason for my visit as Ae6/6's are guaranteed at frequent intervals and I was lucky to have my son with me taking notes. There is no dramatic scenic backdrop to include in any photographs taken here but with a little imagination interesting angles can be found. If you are travelling back towards Zürich you may be lucky enough to see one of the Am6/6 centre cab shunters, which are unique to Limmattal Yard. They do sometimes venture out a little way at the west end and I have seen one actually on the aforementioned

flyover. Your train will skirt the north side perimeter of the yard but most locos will be too far away to identify by number. Finally, if you are heading back towards the Gotthard or Luzern the following deviation may be of interest, namely the opportunity to travel both via the direct spur linking Zürich Altstetten with Zürich Wiedikon, which passes the SBB works sidings on the right, and the branch from Wädenswil to the main SOB line at

as we climbed the 1 in 20 from Wädenswil, the views over Zürichsee were magnificent. We changed at Biberbrugg and SBB Re4/4^{II}, 11165, with SOB stock propelled us to Arth Goldau arriving five minutes late at 18.52, a very pleasant run, again the scenery looking its best in the evening sun. 11165 continued to Luzern, due at 19.13, while we later headed for Erstfeld behind Re6/6, 11605, having had a very enjoyable afternoon.



Samstagern. The SOB operate a Monday – Friday peak hour service at about 17.18 direct from Zürich Altstetten to Einsiedeln (empty stock from Limmattal Yard where the loco runs round after working an afternoon train in the opposite direction). The joining passengers were obviously regulars who knew one another and aimed to sit in their preferred seat each day, more like a club train. However, we joined the rear where there was plenty of room. SOB Re4/4, 446446, was in charge, which was a little disappointing, as I had hoped for a 477/9, the more usual power at that time. Nevertheless it was a clear sunny evening and,

460059 approaching K-S with a westbound intermodal while Re4/4^{II} 11244 waits at the signal with an eastbound car train. The lengthy freight in the background is climbing the ramp towards Limmattal yard headed by Ae6/6 *Chiasso* which can just be seen to the right of the flyover. 06/07/1999

COMING IN THE NEXT SWISS EXPRESS

Some ideas for the Summer, more on Tooth by Tooth, The letters I was unable to fit into this edition. More on the Gotthard accident, Crossair and a very different travelogue. Many items have had to be held over for the time being so if you have submitted something the chances are it will be in the next edition or the one after that or the one after that etc etc.