

# Notepad

Objektyp: **Group**

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

Band (Jahr): - **(2003)**

Heft [4]

PDF erstellt am: **10.07.2024**

## **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.

### ⚡ SBB CFF FFS

From 2nd to 25th September, only 3 platforms (tracks 1, 4 and 5) were available for use at Romanshorn station. There was still no link between the Amriswil line and the Seelinie at the station, although the avoiding line remained in use. During this period, there were no through services on the Seelinie, with the SOB St Gallen and Luzern services sharing tracks 4 and 5 with the THURBO shuttle services to Schaffhausen and Rorschach. Winterthur line services continued to use track 1 until 2nd October, when they were transferred to track 3 (now the southernmost of the through tracks to Kreuzlingen) to allow the platform for Track 1 to be brought up to modern standards

On 15th June, superpower for an Ersatzzug between Schaffhausen and Winterthur for cancelled EC 181 (Stuttgart – Zürich) was provided by a SBB Cargo Re 10/10. Passenger accommodation was provided by a single refurbished EWI B!

Two of the surviving Re 4/4<sup>II</sup>s in Swiss Express livery, 11108 and 11141, were used in multiple on Gotthard line semi-fast trains between 10th and 12th June.

A goods train derailment east of Lenzburg on 18th June saw Heitersberg line services diverted via Brugg for the rest of the day.

One of our correspondents advises us that Re 460 locos have to go into Yverdon for replacement traction motors to be fitted. He was told that they had been worked too hard and now will not be able to attain the high speeds required on the Rothrist-Mattstetten line.

On 4th August, IC 711 (06:21 Geneva Airport – St Gallen) failed at Dulliken when the couplings parted between the restaurant car and the first class section of the double deck train. Both portions were successfully stopped by the emergency brakes. Fortunately, nobody was injured in the incident, which was attributed to a failure to couple the coaches correctly. The train was recoupled by the emergency team from Olten and the 300 passengers transferred to other trains from that station. As normal on SBB, replacement trains were brought in to replace the cancelled train: the portion from Zürich Hbf to St Gallen and the return working as far as Zürich was covered by a pair of RBe 540 Pendelzug sets.



A buckled rail due to extreme heat on the single track between Cham and Rotkreuz severely disrupted services between Luzern and Zug from 14.00 on 5th August for the rest of the day. The Zürich IR services were reduced to hourly intervals and diverted via Wohlen and the Heitersberg tunnel, reversing at Rotkreuz, with a delay of 15 minutes. (The direct line from Luzern to Olten would not be available as the trains were not ETCS equipped, and the single track between Zug and Arth-Goldau would preclude that route.) Local trains were replaced by buses between Rotkreuz and Cham / Zug. Speed restrictions were imposed in certain sections between 6th and 15th August. On 11th August, one track on the lower Hauenstein line between Gelterkinden and Tecknau had to be closed from 12.00 until 17:00; to free line capacity, Zürich – Basel IC services were diverted via the Bötzenberg line, omitting the Aarau stop.

Unrefurbished RBe 4/4 1401, still in green livery with the Seetalbahn warning stripes, was observed working the shuttle service between La Chaux-de-Fonds and St Imier on 10th September.

On the evening of Thursday 24th October, a collision occurred outside Zürich Oerlikon when train 1629 (17:35 Zürich Hbf – Konstanz) struck the side of train 2583 (17:09 Schaffhausen – Zürich Hbf). One passenger was killed and 61 others injured. Re 4/4<sup>II</sup> 11113 (in red livery but still carrying the Swiss Express logo) was severely damaged in the accident. Services were heavily disrupted until Sunday morning; on Friday and Saturday all main line services were routed via the old main line through Wallisellen. Bus connections were provided to and from Zürich Flughafen, with a shuttle train service between Flughafen and Winterthur.

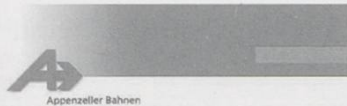
The 59 Class 843 Bo-Bo diesel hydraulics on order from Vossloh will be numbered 843 001-14 (Infrastructure), 843 031-5 (Passenger) and 843 051-90 (Cargo).

**bls** The first of the third series NINA units, RBe 525 015 / 016, arrived at Bern Holligen on 4th July. The influx of these units has allowed the 'Blue Arrow' units 748 to 755 to be taken out of use, being replaced by NPZ units on the Brig – Goppenstein shuttle in June and by



NINA units on the Spiez – Reichenbach service in August. On 10th September, 749 was stored at Goppenstein, with 752 and 754 stored at Heustrich-Emdthal.

Ae 8/8 273 remains in service on the Goppenstein – Raron NEAT trains, and was used on 7th June to recover failed Re460 059 on IC 825 from Hohtenn and tow the train to Spiez. 275, stripped of plates, is stored as a 'Christmas Tree' at Spiez.



EW IV Bs192 has been renumbered B 295 and repainted for use with the low floor driving trailers under construction.

### **Berner Oberland Bahn**

Around 10:00 on 7th August, a head-on collision occurred on the single line section between Gsteigwiler and Wilderswil between a northbound service train and a southbound special. 64 passengers were injured. Blame was placed on the driver of the service train, who had passed a red signal at the exit from the double track section and failed to respond to an emergency radio message.

A reduced service was operated for around two weeks after the accident, presumably due to a lack of serviceable railcars. It was noticeable that during this period the service reduction was only advertised on the German language version of the Jungfraubahnen website.

Following the collision at Gsteigwiler, the modernised ABeh 4/4 305 and ABt 411 (ex RBS) have gone to Stadler's Altenrhein works for overhaul, while ABeh 4/4<sup>II</sup> 313 has been dispatched to Winpro at Winterthur.

### **NStCM**

The line between Nyon CFF and La Plantaz was closed from 18th August to assist in the construction of an underground interchange station on the northern side of the CFF station. This eliminates the street running section outside the main entrance to Nyon station and the link to the CFF sidings. A revised timetable with bus connections is in operation.

BDe 4/4 606 and Bt 705 have been purchased from the CJ. This set was one of the pair of 1953 units which was modernised by Tramelan works in 1985 with plug doors.



A clear out of the older stock for the Solothurn – Bern service has taken place. Be 4/4 3, BDre 4/4 4, 21, 22 and 23, together with Bt 212 and 216, all dating from or modernised in the 1950's, have been broken up. BDe 4/4 6 and Bt 223 are kept at Worblaufen as historic stock; BDe 4/4 1 (built 1916, rebodied in 1959) Bt 221 and 222 are retained as reserve stock.



The first of the Stadler GTW units, RABe 526 261, arrived at Oberburg in late August but had to return to Bussnang a week later. From April 2004 the fleet will be employed on the Bern S4 service from Langnau via Ramsei and Burgdorf to Bern Bümpliz Nord and between Solothurn and Moutier.

From the December 2004 timetable change, passenger services will be withdrawn between Affoltern-Weier and Huttwill on the link line between the erstwhile EBT and VHB sections. The line will remain open for stock transfers.

### **Rhätische Bahn® / SEFT**

The last SEFT service to Cama operated on 12th October. This was followed by the lifting of the line beyond Grono, allowing the local commune to lay water pipes across the track bed. The RhB will formally withdraw from the Misox line at the end of the year, with the closure of Grono depot. Ownership of the remaining portion will be transferred to the SEFT group for a nominal fee. BDe4/4 491, which was used to work cement traffic to Grono between 23rd and 29th July, will be withdrawn.



'Albula 100' Ge4/4III 642 has been fitted with a sound system announcing "Happy Birthday Albula" in mixed English and German, together with yodelling and a laugh!

The two-axle Aussichtswagen B 2091 – 2100 are now banned from the Chur – Arosa line due to the absence of a roof. Bogie Aussichtswagen B 2111, which is fitted with a perspex roof, is reserved for these services.

The new track one at Filisur was brought into serv-



ice on Tuesday 18th November. It is being used for Chur bound trains with the original track one (now track two) being used for St. Moritz bound trains. There is a webcam positioned on the Hotel Grischuna updated every time there is a train movement. <http://www.schmalspurbahn.ch/filisur/webcam/>.

## **SOB** SÜDOSTBAHN

Re 456 142, on long term hire from RM, has been repainted into SOB livery as pictured in the last *Swiss Express*

The second track between Degersheim and Mogelsburg was opened on 20th September. RBD 566 080 and ABt 180, damaged at Pfäffikon on May 16th, have been sent to Winpro at Winterthur for overhaul.

### **Heritage**

#### **SBB Historic**

Brünig line As 101 (1938), LS AB 473 and B 865 and EWII WR 426 have been added to the historic fleet.

TEE unit 1055 has been broken up at Kaiseraugst.

#### **Blonay-Chamby**

On the first Sunday of each month between May and September, the BC operated two round trips between Chaulin Museum and Montreux. Normal power was MOB 'heritage' railcar Be 4/4 11. Although not advertised for 2004 (unlike the

return steam working to Vevey on the last Sunday of the month), the working is shown undated on the 2003 /2004 BC graphical timetable and so may operate next season!

*(In doing some background checking I have come across two websites which purport to be the Blonay-Chamby. Both have links to each other but which is the official one? Could someone enlighten the editor please?)*

### **KLB**

For the Luzern Museumsnacht on 24th August, a special train was operated over the threatened KLB line between Kupferhammer and Kriens. Power was provided by SOB Tm 236 008, following the banning of steam power over the street line.

### **Trams**

**BERNMOBIL** Services on Lines 3 and 5 east of the Hauptbahnhof stop were suspended from 5th July until 10th August to permit construction of an underground car park at Casinoplatz. Services to Saali and Ostring were maintained by buses, carrying the normal route number and 'Tram Ersatz' on the blinds. The RBS Line G service from Worb continued to run to Casinoplatz, running over a single track from a temporary facing crossover at the site of the old Kirchenfeld terminus to Casinoplatz. The last Swiss bogie formations have been taken out of service and sold to Romania, with the exception of one set, which has been transferred to the Tramverein Bern group. Four of the Be 8/8 units of 1972 have also been withdrawn and sold.

## **Brian Hemming**



**SBB CFF FFS**

## **STOCK CHANGES**

### **July 2003**

**New:** Re — 482 015/7/8/20

**Renumbered:** Tm 236 649 (ex MThB) to Tm 234 090

### **August 2003**

**New:** Re — 482 019/21/2 RABDe ICN — 500 025

**Withdrawn:** Tm<sup>II</sup> — 656/66/89, 717/88, 813

**Renumbered:** Tm<sup>III</sup> 9566 to Tm 232 001

### **September 2003**

**New:** Re — 482 023/4 RABDe ICN — 500 026

**Withdrawn:** Te<sup>III</sup> — 161 Tm<sup>I</sup> — 440/50, 509 Ae 6/6 — 11401/2/9/12/7/81 Em 6/6 - 17003

### **October 2003**

**New:** Re — 482 025-8 RABDe ICN — 500 027

**Withdrawn:** Tm<sup>II</sup> — 603/81, 753/4/65/76, 818/9/24 Ae 6/6 — 11426 Ee 3/3 - 16361, 16414

**Renumbered:** Re 4/4<sup>II</sup> 11376 to Re 421 376

### **Correction**

Re 4/4<sup>II</sup> 11383 has been renumbered 421 383 not 421 3833 as indicated in the September *Swiss Express* stock changes for April 2003. This was a typo error.