

Zeitschrift: Swiss express : the Swiss Railways Society journal
Band: - (2004)
Heft: [1]

Rubrik: Gallery

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 17.11.2024

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

TRACKING THOSE TROLLEYS

IAN ATHEY, AS WELL AS BEING THE EXTREMELY CAPABLE SRS TREASURER, A RAIL ENTHUSIAST AND ALL ROUND GOOD EGG, IS VERY INTERESTED IN BUSES, PARTICULARLY TROLLEYBUSES. A VARIED SELECTION FROM AROUND SWITZERLAND FOLLOWS:

In September 1988, Neuchâtel trolleybus number 124 (Saurer?) awaits passengers for Gare CFF. By then it was one of a few carrying what was at the time the old livery. The other buses in view are in the later orange.



Fribourg, June 1986. Saurer no. 39 in a "modernized" livery arrives at the railway station.



VBZ number 94, an FBW articulated trolleybus enters the city and passes Zürich HBhf in June 1977. The destination blind has probably already been changed for the return journey to Schlieren.



GALLERY



Bern. August 1978. Trolleybus no 29 of SVB, who appeared to have one or two vehicles painted in this yellow livery at a time when some municipal operators, including Bern, were changing to an orange scheme. Fortunately the orange livery did not last in Bern.



The proper SVB livery! Articulated trolleybus number 61, another without manufacturers badge, departs from opposite the HBhf in September 1977.



Luzern number 172, an articulated Volvo enters the city past the Kursaal heading for Emmenbrücke. June 1977.

Lausanne. TL number 741, an FBW trolleybus departs from opposite the railway station. By June 1985 TL were improving their orange livery by adding cream relief.



Lausanne again, but in June 2003. Advertising liveries were to be found on buses before SBB adopted the idea. Here TL 757, probably a Hess bodied FBW, crosses Grand Pont on its way into the city.



Schaffhausen, on one of the few wet days of our June 2003 holiday. Number 114, a Hess bodied artic, fitted with Siemens electrical equipment, departs from the Bhf on route 1. Does this route come to a bit of a dead end?





Winter 1997 at Airolo with a
Germany-bound Eurocity 14/3/97.
Photo: Paul Hannant

GRICING THE GOTTHARD



Re6/6s and Re4/4s at Bellinzona depot on 6/10/02.



Re6/6 in SBB Cargo I livery at the head of a loco-positioning movement at Airolo station. 9/01/02.



A Dortmund - Milano Eurocity at Chiasso. The Re6/6 will be replaced by an Italian E656 for the rest of the journey. 23/08/95.

A cold bleak day as a train crests the summit into Göschenen station. 14/3/97.



An Ae6/6, with chrome "whiskers", waits for a path back to Erstfeld, having banked a southbound freight to Göschenen. 14/3/97.



Göschenen station taken from above the Gotthard tunnel entrance. 2/11/95



GALLERY



The Gotthard Tunnel rescue train stationed at Göschenen. 2/11/95.



The famous Wattingen curve on the lowest of the three levels at Wassen. 3/11/95.



Wassen station on the middle level. 3/11/95.