

The question is?

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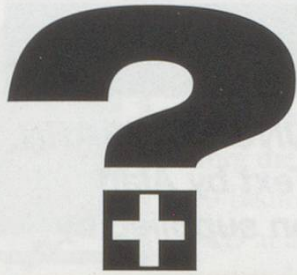
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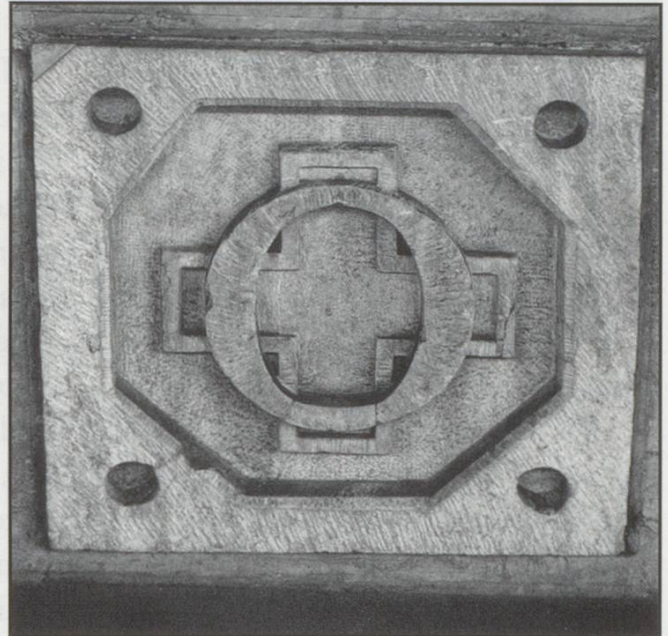
THE QUESTION IS

IF YOU WANT TO KNOW SOMETHING OR HAVE THE ANSWER TO A QUESTION
POSED BY ANOTHER CORRESPONDENT THEN WRITE TO US OR EMAIL US AT
SWISS EXPRESS. ADDRESSES ARE ON PAGE I OF THE MAGAZINE

Dieser Stein stammt aus der Anfangszeit der Eisenbahn. Er wurde 1856 an dieser Stelle angebracht und sollte als

«Kilometer Null»

den Ausgangspunkt der Kilometrierung des gesamten schweizerischen Eisenbahnnetzes bezeichnen. Anfänglich wurde diesem Prinzip nachgelebt, später musste es aber wegen der immer grösseren Ausdehnung des Netzes fallengelassen werden.



WO IST ES? - DIE ANTWORT

Ron Smith posed a question in the last Swiss Express, well more of a quiz really. Several replies were received affirming correctly that the photograph was of the zero kilometre marker from which all rail measurements in Switzerland are taken and which is sited on Olten Station, platform 1. Bill Weber and Steve Horobin come to mind and I am sure there were other clever clogs out there as well.

Now a repeat question as I am not aware of an answer having been received.

FROM TONY ROWBOTHAM – ST ALBANS

Rail length

Would any reader be able to tell me what length were the rails used by the SBB in the 1930s?

And a new question:

FROM ROSS RIDDOCH - AUSTRALIA

BLS EWIV push-pull consists

I have been searching books, magazines and the web looking for “prototype” consists of BLS EWIV “push-pull” passenger trains. It is my understanding that the BLS leased SBB EWIV Bt-2 Class Passenger / driving trailers; did they also lease SBB Re460 locomotives? Can anybody provide information or pictures of these BLS trains? Were any other locomotives used, BLS Re 465, Re4/4 or leased SBB Re 4/4?

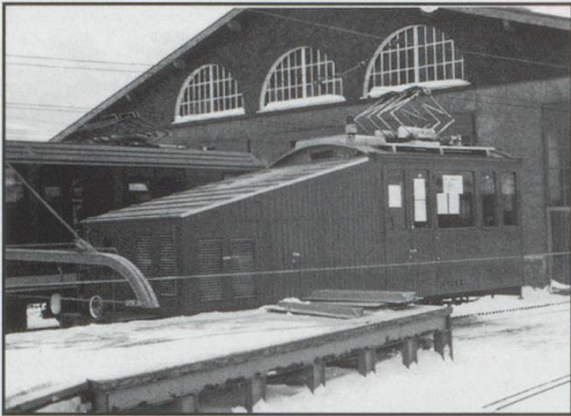
AND FINALLY GARTH JENKINSON ASKED ABOUT SOME EX SBB RE4/4'S

There are two letters in the letters section which give the answer. Part of the information from Stefan Unholz is repeated here but see the letters pages for more details:

FROM STEFAN UNHOLZ - SWITZERLAND

Referring to the TQI question from Garth Jenkinson on page 34: The two ex-SBB Re4/4's are nos. 10008 (blue) and 10019 (red). They are owned and operated by a German company named Centralbahn (www.centralbahn.com) or “Nostalgie Express Berlin”.

ES IST / IL EST



AN INSIGHT INTO THE JUNGFRAUBAHN.
*Photo by George Howe, Text by Alan
Snowdon from information supplied by
Beat Feller.*

This highly unusual vehicle, seen at an Open Day, is the JB's overhead line (ohl) maintenance wagon. The sloping portion provides an approximately level surface on which the crew stand, when on the gradient in the tunnel. About 1 in 4, or 25 per cent.

The vehicle is un-powered. Its pantographs serve as a lateral position gauge for the twin wires of the three phase supply. (1,125v 50hz, changed from 650v 40hz in 1960. The third conductor is the rails.) The pantographs may also provide power to internal lighting and heating.

The overhead line in the long tunnel is divided into sections at the intermediate stations of Eigerwand and Eismeer and at two other points. Each section is normally fed at both ends via an isolating switch, from a transformer connected to the high tension supply cable.

Being unpowered, the ohl maintenance car must be coupled to one of the wooden-bodied 4-wheel locos dating from the early days of the line. The method of working:-

After the last train has returned to Kleine Scheidegg, the ohl car is propelled up the line. Reaching the foot of the section where they'll be working, they switch off there. Now on up to the top of the section to isolate there. Loco and ohl car may now roll down to the worksite, restrained by the rheostatic brake. This operates without external power, the loco's motors acting as generators and the current produced heats resistors. Stop and stay with the handbrake, until the work's done. Then roll down home.

The first train up in the morning must stop at each end of the affected section to restore power. Below the crew cabin end of the ramp, the louvered compartment houses a small diesel generator, for the lighting to illuminate the work.

Now, who fancies night work inside the Eiger, probably with any icy wind along the tunnel?

The Editor was pleased to receive a few replies about this particular rail vehicle. None were correct! Amongst the more imaginative were:

An emergency vehicle, due to the blue light.

A tunnel vacuum cleaner

A de-icer

A dog-carrier. This was based on the need to take the huskies from their kennels at Eigerletscher each morning. Now I knew this was wrong as the dogs habitually get the 0912 or the 1012 depending on the season. This subject caused some merriment on a recent trip as several journalists, enthusiasts and others speculated on what kind of tickets the dogs had. Season tickets? Did they line up each morning? Did they get a pack rate? Hysterically funny at the time and obviously you needed to be there. It was noticeable that the dogs seemed to know when the train was coming as they became progressively more excited. You have to remember that being a Swiss Railway everyone and everything has to have a ticket. We were barking up the wrong tree though. . .

As I said you needed to be there at the time.