

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2005)
Heft: [3]

Rubrik: Notepad

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. 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. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

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. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

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. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 08.07.2025

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



International

From 4th April, Re 484s started working through from Bellinzona to Gallarate or Busto Arsizio via Luino. SBB Cargo are now using the following working pattern for Germany – Italy freight via the Gotthard:

- Re482 – Köln to Arth-Goldau
- Re10/10 – Arth-Goldau to Bellinzona
- Re484 – Bellinzona to Gallarate or Busto Arsizio

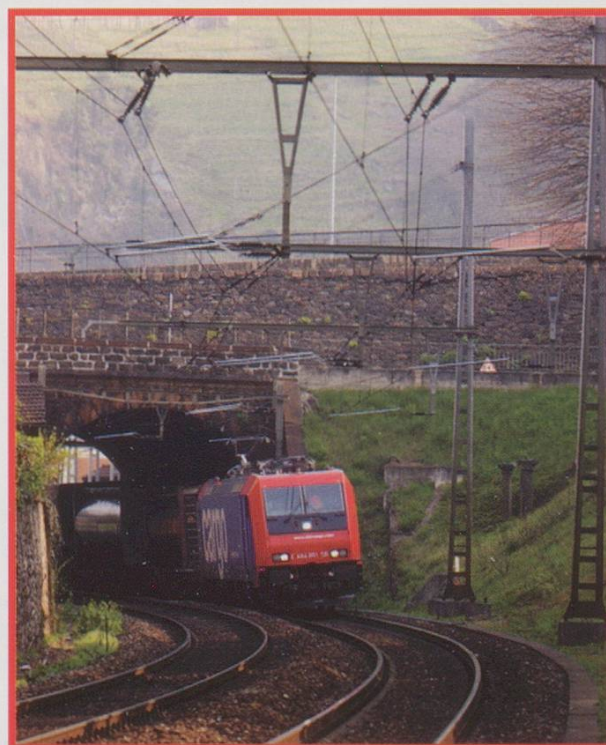
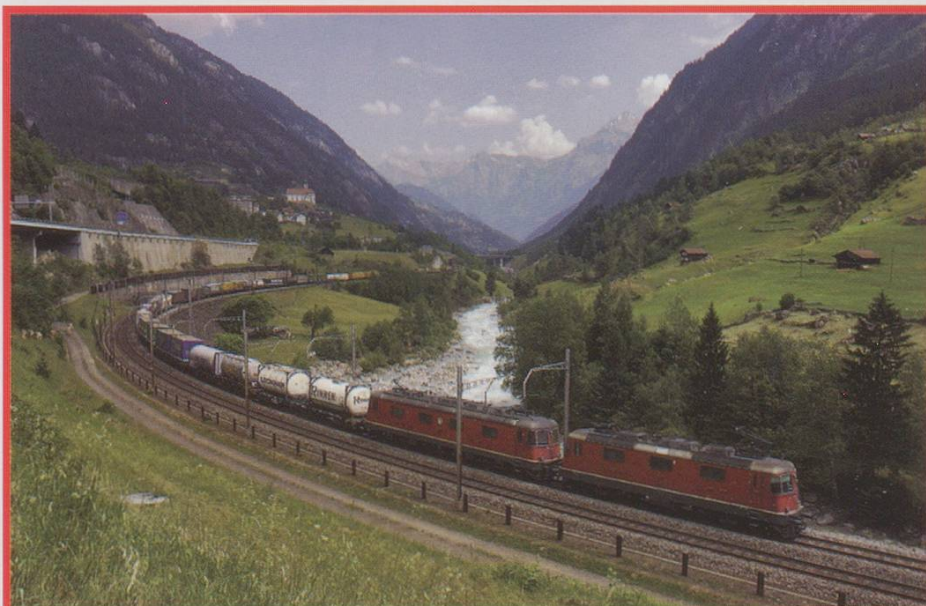
And as if by magic three pictures illustrating the above:

TOP: A 482 in Köln Eifeltr.

CENTRE: An Re10/10 on the Gotthard.

LOWER: A484 is seen near Bellinzona heading for Italy.

All pictures ©SBB and taken by Alain D. Boillat (top & centre) & Ti-Press (lower)



SBB CFF FFS

Engineering work in La Praille yard on Saturday evening and Sunday, 28th and 29th May suspended the Geneva local service between Lancy-Pont Rouge and Geneva Cornavin.

Passengers were directed to the substitute tram service available using TPG Route 15!

The Brig – Iselle car carrier service was augmented to 17 return trips on weekdays between 23rd May and 10th June, due to road works on the Simplon Pass road. This was achieved by hiring a train set from the BLS Lötschberg fleet, which also allowed the carriage of caravans and motor homes on the BLS workings. 7000 vehicles were carried during the closure period, with loadings of up to 700 vehicles per day.

Gland station, which has been served by the Geneva Airport – Sion IR service since December 2004, has had its platforms extended from 80m to 320m; while the extensions are at the standard 55cm height, the original section retains the old 15 / 20 cm height.

As pictured in the last *Swiss Express*, all names and crests were removed from the Ae6/6 fleet over the weekend of 19th / 20th March to avoid their loss to souvenir hunters. The SBB crests have also been removed from the cab fronts of stored locomotives.

A short circuit on the main transmission line between Amsteg and Rotkreuz at 17.08 on the evening of 22nd June shut down the entire power distribution network for the SBB network. All standard gauge SBB, RM, BLS, TPF and SOB trains were brought to a standstill from 17.47. To reduce the load on the distribution network, power was restored in stages, with the last section not being switched on until 21.30. The last delayed train was reported to reach its terminus at 03.23 on the following morning. Around 1500 trains and 20000 passengers were affected by the failure; fortunately, only seven trains were stopped in tunnels. During the power failure, a variety of diesel power, varying from tractors to an Am6/6, were called on to move trains into stations and to run substitute services. The incident made the front five pages of national newspapers on the following mornings! (See also elsewhere in SE)

On the following evening, a lightning strike and subsequent substation transformer fire brought the Rhône valley and Lausanne – Geneva lines to a standstill, the latter for around 45 minutes between 18.30 and 19.15, and the former for most of the evening.

SBB are planning to withdraw their fleet of 12 standard gauge panoramic coaches. Although only 14 years old, their use on EC services has reduced due to conversion to IE operation and the cost of an expensive mid-life overhaul cannot be justified for residual use like the Wilhelm Tell Express.

SBB Cargo has formally taken delivery in August of twelve Siemens electric dual voltage type Re 474 electric locomotives capable of working in

Switzerland and Italy, but has not taken up its option for a further six due to late deliveries. The necessary process of registration by the Italian authorities (Cesifer) has started. All eighteen locomotives have been built and examples up to Re 474 016 were seen in Chiasso in June. It is not clear yet which twelve examples will be taken, particularly as Re 474 007 was written off and Re 474 008 suffered damaged bogies in an accident at the Siemens test centre at Wildenrath in Germany.

bls



Not previously noted is this new livery for bls NINA 35 which celebrates Paul Klee, Switzerland's best know artist. A new gallery/museum devoted to Klee recently opened in Bern. ©bls

The westbound bore of the Lötschberg Base Tunnel broke through (without publicity) on 15th March, five weeks before the public breakthrough for the eastern bore on 28th April (last *Swiss Express*)

Signalling in the Lötschberg Base Tunnel is to be by cab signalling to ETCS Level 2 only, as BLS have been refused permission to install a back up system. It appears that only the older BLS engines (Re465 and Re4/4) will be equipped with ETCS when the tunnel opens. No contract has been let for fitting ETCS level 2 to the Bombardier TRAXX engines of Classes 485 and 185, as the quotes all exceeded SFr 1,000,000 per vehicle. Even more seriously, no tender was received for fitting ETCS to the tunnel emergency trains.



The new Golden Pass Classic train as mentioned below. Two more EWIII Pendelzug sets are to be formed by converting spare coaches into Bt and AD 'end' coaches. The new sets will replace EWI Pendelzug sets on the Interlaken Ost – Zweisimmen route, releasing Re4/4's for Cargo work.

Two EWI DZt coaches have been acquired from SBB. While one coach has been taken directly into Bönigen Works for conversion to BDt format for car train working, the second has been temporarily formed into a 5 vehicle EWI Pendelzug set with Re420.5 power to replace a NINA unit on a Zweisimmen – Spiez – Interlaken Ost diagram.



RABe 525 033 and RM RABe 526.265 were both named Wankdorf on 3/5/05 at Bern Wankdorf



ABDe4/8 245 (ex BLS) withdrawn and taken for scrap at Kaiseraugst by 641 and 651 on 30/5/05



De 586 258 was seen heading east from Lausanne on the evening of 9th July heading a dining car formation.



RABe 526 711 was named Bodensee on 30/4/05.

Narrow Gauge

Berner Oberland Bahn

Following a decision by the Bern canton, the Mystery Park in Interlaken will not now get a rail connection. The share of the local public transport to the attraction is around 35%; the number of visitors being significantly lower than the forecast. Because of this the BOB no longer has a need for the two

Photo©Golden Pass Services

BDe4/4s bought from the CJ, which were acquired to operate the service. Already BDe4/4 604 has been transferred to the Meiringen-Innertkirchen Bahn.



Former MTGN H2/3 1 entered service as H2/3 16 on 18th June.



The MOB launched its 'Golden Pass Classic' train from 5th May. The centrepiece of the trains are three air-conditioned coaches built at Chernex from 1964-built stock in 'Pullman' style with bow windows and painted in Wagons Lit livery. The two first class coaches are numbers As 103 and 107, the second class bar car is numbered Brs 201. The train makes two daily return runs between Montreux and Zweisimmen. Motive power is normally GDe4/4 6002, painted in CIWL blue and renamed 'Isabelle von Siebenthal'; Ge4/4 8004 was substituted on 11th July.

MOB / TPF

The 'Train du Chocolat' has been running between Montreux and Bulle on Monday and Wednesdays this summer, formed of a Panoramic coach plus the two 1914 Pullmans As 101 and 192. The locomotive on 11th July was TPF GDe4/4 102.



MTGN

Courtesy of the Montreux Jazz Festival, a 'New Orleans Jazz' train, formed of Bhe 4/8 303 and 304, was run between Montreux and Rochers de Naye on the afternoon of 9th July. This returned to Montreux at 17.35 just ahead of the service train with both bands still going strong!

TMVR

At least at weekends, the Vevey – Les Pléiades service is operated in two halves, with passengers changing trains at Blonay. This allows the valley section to be worked by the two GTW2/6 units 7001 / 7002, while the rack portion is worked by the three restyled rack vehicles, BDeh2/4 71 + 72 and Bt 224. However, unrefurbished set 73 + 221 was observed at Vevey on Friday 15th July on the 15.39 to Les Pléiades, with one of the GTW2/6 units visible on shed.



BDeh6/6 2032, spare since the introduction of the new Täsch – Zermatt shuttle trains, has been withdrawn.



RhB Rhätische Bahn

'Krokodil' 412 has been repainted into a blue livery sponsored by and matching the LGB and Bemo models as part of the "Glacier Express 75" celebrations.

Three interior pictures of the new Classic stock for Golden Pass Services. TOP: First Class Pullman interior; the red cloth on the antimacassar is the 'Reserved' ticket.

CENTRE: View near Saanen – Cyril and Doris Freezer

LOWER: Second Class Bar car interior
All photos this page: Nick Freezer

RhB / MGB

Locomotives carrying the "Glacier Express 75" liveries are MGB HGe4/4II 106 and RhB Ge4/4III 651. The press launch took place on 14th April at Oberalppasshöhe station, the highest station on the Glacier Express route.



The Lausanne – Ouchy and Lausanne – Gare services will cease in December 2005 to allow the line's conversion from rack to rubber-tired operation as part of the extended Line M2. The Ouchy line has been shortened at Flon to facilitate work on the extension, as the new platforms will be at the same level as the LEB platforms, rather than incorporating a level crossing with the Place du Flon. The service interval on the two train LO service has been widened from 7½ minutes to 8 minutes, allowing extra layover at Flon where most of the intermediate carriage is now accessed by a narrow walkway in the tunnel!

Breakthrough on the first tunnel of the M2 Line extension, the 503m Falaise Tunnel from CHUV to La Sarraz, took place to the accompaniment of a fireworks display at 22.00 on 13th July. At this time, 1541m out of 2876m of tunnelling (54% of the final total) had been completed; however, work on the tunnels under the city have effectively been at a standstill following a tunnel fall on 22nd February, when the floor of the Coop building basement on the Rue St Laurent fell into the tunnel workings. Fortunately, the only casualties were the wine stock!

WAB / SPB

BDhe4/4 105 and Bt 225 have been transferred to Wilderswil for brake and traction testing over the SPB.



Die Zentralbahn.

→ Luzern Engelberg Interlaken

The first ABe 130 Spatz services in the Luzern area started on 30th May on a diagram with three daily return workings between Luzern and Stans. At this time, the units were not passed for multiple working; however, on 12th July, units ABe 130 007 + 006 were observed working a Luzern – Giswil local diagram in multiple, with no less than three

people in the cab. The other local diagrams were in the hands of an unidentified Brünig De 110 and LSE 122

Trams



Transports publics genevois

All 21 Bombardier 'Cityrunner' trams, Be6/8 861 to 881, are now in service, normally on Routes 13 and 15. These double-ended cars have allowed the TPG to install emergency crossovers on the new routes, rather than intermediate turning circles. Emergency crossovers have also replaced the reversing wye at Rive on Line 12. Normally used on Routes 13 and 15, their double-ended capabilities were exploited on Routes 12 and 16 between 14th and 16th May, when services were suspended between Rive and Moillesulaz.

Heritage



The regular Sunday steam services are not running as shown in the Kursbuch, but effectively run in the reverse direction to that published! The revised timings between Cheseaux and Bercher are shown on the LEB website and in the SBB online timetable. Intriguingly, the special Edmondson tickets are for a return journey between Lausanne Flon and Bercher; could these be the last Edmondson tickets issued for travel on ordinary trains in Switzerland?



SBB CFF FFS

The Swiss Federal Railways has been awarded the 2005 Wakker Prize for the careful respect of its old buildings and the use of top architects for its new ones. The Swiss Heritage Society, which awards the prize, said that the protection of heritage is as much about new design as preservation. The first Wakker prize was awarded to Stein am Rhein in 1972 for its old town. In 2005, it is being awarded for railway stations, ancillary sheds, workshops, signal boxes, power stations, tunnels and bridges. "In the year of our 100th anniversary, we wanted to emphasise that heritage is not just about preservation but also about design," said the heritage society's Karin Artho. "The Swiss Federal Railways is an ideal prize winner for us," she added. "People have the opportunity to use its buildings and have a good look at them."

NOTEPAD EXTRA - THE FLOODS

Heavy rain and consequential flooding and landslides on 21st and 22nd August brought chaos to the Swiss transport network, with the following lines reported as affected:



SBB CFF FFS

- Walchwil – Arth-Goldau
(replacement boat service Arth am See – Walchwil on 23rd)
- Brunnen – Erstfeld
(Luzern) – Malters – Trubschachen
- Luzern – Hochdorf and Rothenburg (reopened 23rd)
- Uznach – Linthal (Ziegelbrücke station flooded) (Nieder- und Oberrnurnen – Linthal reopened 24th)
- Siebnen-Wangen – Weesen
(local shuttle train service Siebnen-Wangen – Ziegelbrücke; Zürich – Chur IC services running through but with extended journey time)



Die Zentralbahn.

→ Luzern Engelberg Interlaken

- Hergiswil – Engelberg
(Hergiswil – Stans reopened 24th)
- Hergiswil – Interlaken Ost

bls

- Spiez – Frutigen (reopened 24th with reduced capacity)
- Wimmis – Zweisimmen
- Interlaken West – Ost
- Kandersteg – Goppenstein car trains (Kandersteg station flooded)

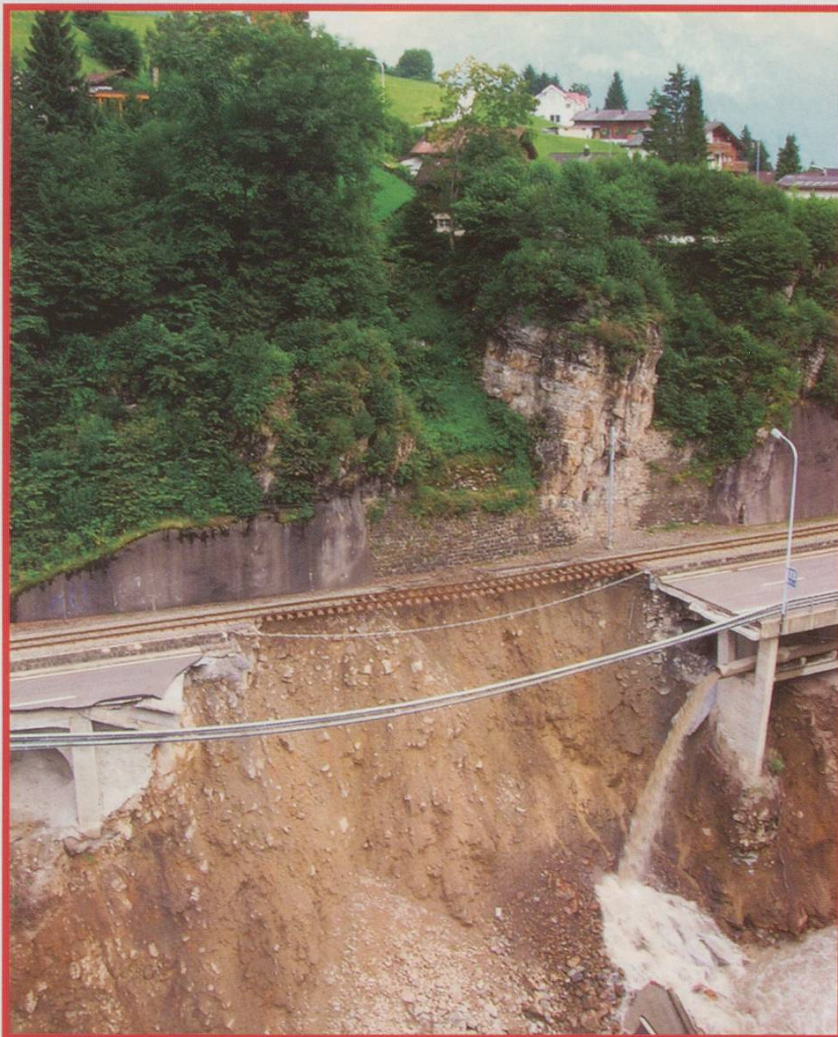
Jungfrau Bahnen

All services suspended: BOB due to flooding; WAB, JB, BLM and SPB had no power due to the power station being flooded – WAB planned to reopen from 25th. The whole of the Berner Oberland was effectively cut off until the road to Lauterbrunnen was reopened on the morning of the 24th.



Rhätische Bahn

Susch – Scuol-Tarasp – due to the Tasnabücke being washed away; Engadin services operating Pontresina – Susch – Klosters – Landquart.



ABOVE: The completely destroyed rail/road bridge just before Engelberg.
BELOW: Engelberg Bhf. Although still flooded the water level had already gone down by the time the photo was taken.



MTGN

Caux – Rochers de Naye

In Austria, the Arlberg line and the Bregenz – Lindau link were also blocked, with certain international services diverted via Basel.

In many areas, no bus service could be run either, thus the ZB could only run replacement buses from Hergiswil as far as Dallenwil or Sachseln

Lake and river services were similarly affected; at Luzern the SGV 'Night Boat' Pier 4 was under water by lunchtime on 23rd August, with services suspended between Stansstad and Alpnachstad. Thunersee, Brienersee and Bielersee services were also suspended due to the high water levels in the Aare.

ABOVE: Sachseln Station seen at the height of the flood. The picture was probably taken from a helicopter viewing the damage along the line. 24.08.05

Photo©Zentralbahn

RIGHT: This is the Gotthard main line near Sisikon on 23.08.05. The line was re-opened ... three days later. Incredible.

Photo©SBB

NOTEPAD is compiled by Nick Freezer and includes contributions by Brian Hemming, David Stevenson, and many others.



Brian Hemming



SBB CFF FFS

STOCK CHANGES

NOVEMBER 2004: **New:** RABDe ICN 500 040

FEBRUARY 2005 **New:** Correction for Re 482 001, 002 read Re 484 001, 002

Renumbered: Re4/4^{II} 11310 to Re 420 310

MARCH 2005

New: Re 484 013, 014 RABe 523 003 Am 843 078, 079

Re-instated: Ae6/6 11417

Withdrawn: Tm^I 459, 510 Tm^{II} 676 Ee3/3 16344

Renumbered: Tm^{III} 9552/77/91 to Tm 232 028 - 030

Hired Stock: 189 911 – 913 (ES 64 F4-011 - 013) – from Displok
189 991 – 993 (ES 64 F4-091 - 093) – returned to Displok

APRIL 2005

New: Re 484 015 – 018 RABDe ICN 500 043 RABe 523 004, 005

Am 843 080 - 083

Withdrawn: Tem^{II} 352 Tm^{II} 627/797/839 Ae6/6 11433 Ee6/6^{II} 16818

Tm 235 007

Renumbered: Tm^{III} 9507/20 to Tm 232 031, 032