

Notepad

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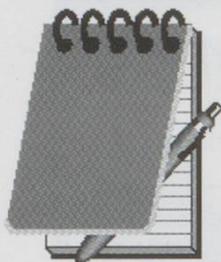
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International

SBB Cargo have sold to Mitsui Bank Capital the 6 Re 481 locomotives that have been operating in Germany since their acquisition from the defunct MThB.

From 1st March SBB Cargo, using Re 421 locomotives, started transporting molten iron for the Völklingen steel works in the German Saarland from the blast furnaces at Dillingen.

SBB has taken a bigger stake in the Lyria operation between France and Switzerland, taking ownership of TGV unit 114 during July.

SBB is paying for the installation of ETCS level 2 equipment in the DB ICE 1 units authorised for use in Switzerland. This is to enable them to be used over the Olten – Bern NBS line. DB will refund the cost if they need to fit ETCS equipment for use elsewhere.

SBB Loco Re 485 005 was in the Netherlands on a number of occasions during the Autumn undergoing proving trials for multi voltage locomotives on the new Betuwe route between Rotterdam Haven to Zevenaar and Emmerich.

With the ÖBB Arlberg line shut following the August flood damage Switzerland – Austria services have been generally diverted via Bregenz and München. To maintain local connections, substitute services between Sargans and Feldkirch



December all EC services via the Simplon are diagrammed for Re484 haulage.

Mark Barber took this picture of SBB Re484 017 as described above. The location is Thun on 31.10.05.

have been powered by (or formed off!) double RBe540 units.

↔ SBB CFF FFS

Flood damage to the relay room at Ziegelbrücke on 22nd August put all signalling at the station out of action until 17th September. Main line traffic was passed through on tracks 6 and 9 at caution, with Linthal trains running in and out of track 10, with all the points in the area secured. The S2 service from Zürich was run in and out of Ziegelbrücke under single line working rules, while the Uznach – Ziegelbrücke and Ziegelbrücke – Weesen local services were substituted. Ziegelbrücke station is due to be rebuilt - however, the launch ceremony planned for August 23rd was cancelled!

Only 12 of the 18 Re474 locomotives ordered from Siemens have been kept on lease. Loco 001 (pre-series), 007/008 (collision damage) and 006/010/011 have been returned.

Re 4/4^{II} 11101 has moved to Basel for ECS workings.

On 13th September, Re484 017 was hired from SBB Cargo to work Cisalpino EC 132/135 Borromeo between Milano Central and Bern. Proving successful, the engine was painted in Cisalpino livery and dedicated to this working from the start of October. From mid-October a second Re484 was allocated to EC 121/126 (Genève Aéroport – Milano Centrale). From the timetable change in

Alterations have been made to stations between Delémont and Porrentruy to accommodate double RABe 521 units, which will be deployed on the Basel S3 service (Porrentruy – Basel – Olten) from 11th December.

SBB (and others)

With the start of the new timetable in December 2005 SBB have banned smoking in all trains and other enclosed spaces (waiting rooms, ticket offices etc.). Most other operators are also falling in line with the ban, which was already in force on buses and trams. Smoking will still be allowed on open platforms and the open decks of ships! All ashtrays should be removed within 6 months. People who ignore the ban will be warned by train crews and handed an emergency cardboard ashtray labelled "The last puff". A similar ban in Italy caused DB to relabel the smoking sections of its International stock; now they'll have to alter them again!

zb Die Zentralbahn.

Following the August floods Hergiswil – Sarnen and Hergiswil - Stans – Dallenwil reopened at the end of August. Interlaken Ost – Brienz reopened on 10th September, with Brienz – Sarnen and Dallenwil – Wolfenschiessen reopening on 1st October. Wolfenschiessen – Engelberg was not scheduled to reopen until 15th December as both trackbed and bridges had been washed away. The replacement bus service from Dallenwil to Engelberg did not start until a temporary road was opened on 18th September.

Editor's Note: There are dramatic photos of the flooding at Engleberg in the Gallery section of the SwissInfo website.

Unsurprisingly, the August floods also heavily damaged the new tunnel to Engelberg. The water broke in at the same location as 2003. Clearance work is not expected to start until the water ingress is reduced by the freezing conditions expected during the winter. When the tunnel does eventually open, the existing EMU's will be banned, with services operated by HGe 101 locomotives displaced from the Brünig line. The LSE units will move over to work services out of Meiringen.

SBB / BLS

Re4/4 186, running in multiple on a northbound

(Gallarate – Muizen) intermodal service caught fire on the morning of 8th September in the Hauenstein base tunnel. The line remained closed until the train was cleared three hours later. Long distance trains were diverted via the Bözberg line, however local trains were not diverted via the old tunnel (as may have been expected) but were replaced by buses between Sissach and Olten!

The morning Zürich – Paris TGV brought the overhead down near Bern Weyermannhaus at around 08.30 on 15th September. Services to the west of Bern were suspended until around midday, with bus replacements between Bern Hbf and Weissenbühl, Köniz, Bümpliz Nord (BLS) and Bümpliz Sud

bls

The Spiez – Frutigen section was blocked in August not directly by floodwater but by the derailment of Re460 023 on 22nd August between Hondrich Süd and Heustrich-Emdthal while heading train 1069 (10.27 Basel – Brig) and was struck by the driving trailer of Train 825, 11.13 Brig – Romanshorn.

The line between Wimmis and Zweisimmen reopened on 31st October, but for RE services only. As the loop and signalling at Oey-Diemtigen has not been replaced, regional services remained substituted beyond Wimmis. From the timetable change on 11th December, a revised service pattern has applied with regional services running through to Oberwil (Zweisimmen early morning and evening) while Oey-Diemtigen station is rebuilt.

Between 24th October and 22nd November, two diagrams on the Bern S1 (Thun – Fribourg) line were worked by double deck Pendelzug trains hired from CFL. The five coach sets, powered by dual voltage (15kV/25kV) CFL 4009/4010 (DB type 185.1), were brand new from Wagenwerk Görlitz as they were not being required by CFL until December. BLS drivers qualified on Re485 were employed.

BLS have acquired a further six Re4/4^{II} from SBB. The locomotives involved are 11102 – 11107 which are to become BLS Re 420 508 – 512/507. These Re 420.5 will release two RBDe565s for modernisation, two NINA for S2/S22, and provide



Three views of the bls experiment with CFL double-deck stock.

TOP: CFL 4010 sets off from Uttingen for Bern & Fribourg.

Photo: Ian Edwards. 04/11/05

CENTRE: CFL, 50 82 86 70 008 speeds into Thun on 31/10/05.

LOWER: CFL, 4009 at Ostermundigen on 31/10/05.

Both photos by Martin Barber.

Check out Martin's fotopic site at:

<http://www.mark5812.fotopic.net/>.

Well worth a look.

a sufficient reserve. One of the Re4/4 420.5 previously acquired is regularly assigned to freight working in multiple with a Re465.



A three car RBe540 Pendelzug rake has been acquired from SBB, replacing ex-RM unit 250 which is now stored at Hüswil on the old VHB. The unit carries the number RBe4/4 205 (ex 540 019), B 505 and Bt 905.



Following the success of the BLS series, five "Jumbo" articulated centre cars have been ordered for use on the Bern S4 service. Conversion will be carried out at Bombardier's Villeneuve works, with fitting out at Bönigen.

The amalgamation with the BLS is now scheduled for January 2006

THURBO

The introduction of the RABe 526 FLIRT units has seen the splitting of the cross-border Weinfelden – Engen 'Seehas' service at Konstanz. FLIRT units, not yet passed for operation into Germany, have taken over the Swiss



portion while four-coach NPZ units, backed up by an ABDe 536 Pendelzug set, are being used in Germany. Passengers once more have to pass through border controls at Konstanz.



Two car NPZ RABDe 537 316 / ABt 204 has been acquired from trn. The unit will continue to be used on the Fribourg – Neuchâtel section, where it has been on hire for the last year.

ABDe536 613 and Bt 203 have been purchased from THURBO. They required attention from the BLS at Spiez between 16th and 25th August before entering service between Bulle and Romont, in its absence ABDe 536 614 (originally GFM ABDe4/4 171!) deputised.

NARROW GAUGE



The Appenzeller Bahnen (AB), Rorschach-Heiden-Bahn (RHB), Rheineck-Walzenhausen (RhW) and Trogenerbahn (TB) are to merge from 1st January 2006, although this may be retrospective as the formal approval from the RHB and RhW has not yet been given. The new grouping will be called Appenzeller Bahnen (AB)



BOB

Following the flood damage in August the Zweilütschinen – Grindelwald section remained closed until 1st December. An hourly replacement bus service was provided between Interlaken and Grindelwald. At Lutschental, where both the railway and main road bridges were washed away, all road traffic was routed through the village under traffic light control periods of around ten minutes - connections were not guaranteed! The western track between Wilderswil and Zweilütschinen was also out of use during this period; while not washed away, the river had come dangerously close to the formation. Interlaken – Lauterbrunnen services were reported to have been made up to seven vehicles including the new three-unit low-floor driving trailer sets.

BLM

The Lauterbrunnen – Grütshchalp funicular will close in Spring 2006 and be replaced by a new aerial cableway (Luftseilbahn/Téléphérique) which will start in Autumn 2006. At the moment the concession, public loans and the technical plans are being approved. The cableway will only have one cabin, which will allow the reuse of Grütshchalp station and its freight trans-shipment facility. The Federal Office of Transport will not allow further operation of the funicular due to parts of the hillside sliding away, whilst the safety of the bridge in the middle can no longer be guaranteed. Replacement of the piers from time to time is regarded as too expensive an option.

WAB

For the Jungfrau marathon on September 10th even more services were operated between Lauterbrunnen and Wengen. Old locomotives He2/2 51 and 64, with two trailers, were used on extra services via the old line between Witimatte and Wengen, while the modern locomotives He2/2 31 and 32 were used on extras on the normal line via Wengwald.



To cater for group traffic from Chur during the summer, a four coach MGB formation was attached to train 1216 (08.56 Chur – Disentis), continuing to Andermatt as Train 333 and returning to Chur on Trains 350/1261 (13.50 Andermatt – Disentis, 15.45 Disentis – Chur). Trains 333 and 350 were booked for HGe4/4¹ (series 31-37) haulage, the last passenger working for this class. A further HGe4/4¹ loco is based at Glisergrund depot for ECS workings to and from Brig.

Authorisation has been granted for the construction of the long-planned direct line eastwards from Brig to Bitsch, eliminating the reversal at Brig. Opening is planned for December 2007.



A replacement for the Tasna Viaduct was completed in three weeks. Services from Ardez to Scoul/Tarasp restarted on 15th September.

NOTEPAD

Stock for the peak hour extra 17.30 Chur – Ilanz during August was provided by a Ge4/4¹ and two Arosa Express (AB and B) coaches.

The first new Glacier Express coach was delivered to Landquart on 31st August.

The Saas tunnel, the last original (1889) tunnel in the Prättigau, is being replaced by a new tunnel scheduled for completion in Autumn 2006.

TRAMS

BERN MOBIL

In September, 756 became the first Combino to go away for overhaul by Siemens.

The Bern West tram extension proposals, narrowly rejected in a referendum last year, are being revived.

tl

The Lausanne – Ouchy line is scheduled to close for its conversion to a rubber-tyred Metro system on January 22nd 2006.

HISTORIC



MGB HGm4/4 62 has undergone gauging trials on the DFB line for possible use in case of emergencies.

Ex-Brünig Tmh 986 was sold to the DFB on 6th August. Although transferred from Meiringen to Realp on 6th September, the tractor returned to ZB metals on 10th September, together with a DFB works vehicle, to assist in the reconstruction of the Engelberg line.

NOTEPAD is compiled by Nick Freezer and includes contributions by Brian Hemming, Toggenburg, Mark Barber, Ian Edwards and others. Send any snippets, notes and observations direct to Nick. NJFreezer@aol.com

Brian Hemming



SBB CFF FFS

STOCK CHANGES

MAY 2005:

New: RABe 521 009 RABe 523 006 Am 843 084, 085
Withdrawn: Tem^{II} 330 Tm^I 503 Tm^{II} 823 Ee3/3 16354/5/9 Bm4/4 18421
Bm6/6 18510

Renumbered: Tm^{III} 9538/41 to Tm 232 033, 034

Named: RABDe 500 036 Minister Kern

Hired stock: 189 911, 990 (ES 64 F4-011, 090) – returned to Displok

JUNE 2005:

New: RABe 523 007 Am 843 091-093 (fitted for working in Germany)

Re-instated from store: Ae6/6 11426

Stored: Ae6/6 11418

Withdrawn: Tem^{II} 283 Tm^{II} 670/8 Re4/4^{II} 11323 (fire victim)
RBe 540 019 (sold to OeBB)

Renumbered: Tm^{III} 9531 to Tm 232 035

JULY 2005:

New: RABe 521 001/10 RABe 523 008 Am 843 095 (fitted for working in Germany)

Acquired: TGV 114 (ex SNCF, France)

Withdrawn: Tem^{II} 344 Tm^I 455/78 Tm^{II} 907 Ae6/6 11406/8 Ee3/3 16432
Em3/3 18804/5

Renumbered: Tm^{III} 9536 to Tm 232 038 Re4/4^{II} 11307 to Re 420 307
Re6/6 11647 to 620 047

Named: RABDe 500 027 Henry Dunant

AUGUST 2005:

New: Re 474 012, 014-016 Re 484 005, 010 RABe 521 002, 011

Withdrawn: Tm^{II} 742 Ee6/6 16801

Renumbered: Tm^{III} 9534/7/43 to Tm 232 41/40/39 XTm 91590 to XTms 95-85 590

Hired stock: 189 912/3 (ES 64 F4-012/3) – returned to Dispolok

Named: 500 038 Arthur Honneger 500 042 Steivan Brunies

SEPTEMBER 2005: **Named:** 500 041 William Barbey