

# Re4/4" and Ae6/6s in 2013 : Gordon Wiseman identifies Re4/4II and Ae6/6 operations following the December timetable change

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# Re4/4<sup>II</sup> AND Ae6/6s in 2013

## Gordon Wiseman identifies Re4/4II and Ae6/6 operations following the December timetable change.

Starting with the Re4/4II. In my 'local' Genève area I concluded that there would not be quite enough of the new double-deck EMUs to replace all Re4/4II regional expresses and local turns along Lake Geneva and suspected that some rush hour turns might continue as Re4/4IIs with their EWI/II sets. I was correct in that two Genève - Nyon workings at the busiest evening peak times survive (unbalanced) and it seems that one St Maurice turn has been married up with a Lausanne - Genève working giving a through St Maurice - Genève Re4/4II hauled train, leaving St Maurice at 07.25 arriving Genève Aéroport at 08.59. The return evening peak train is interesting offering anyone staying anywhere along the lake of flying into Genève Aéroport then taking a 'real train' (IR 1429 at 17.12) all the way to their accommodation. Not only that, both trains are non-stop Genève - Lausanne, the first such working with old stock on this route for many years.

The information about the principal Re4/4II workings set out below has been compiled in haste to make this edition of Swiss Express, so the usual disclaimers. Also it does not include Re4/4IIs on services below RE status, so there may still be some odd R and S workings such as the Lausanne - Vallorbe rush hour extras. Routes where Re4/4IIs still haul the majority of services are: Basel - Zürich, Zürich - Bellinzona/Locarno and Chur - St Gallen. In addition they are normally rostered on the following services:

**St Maurice - Lausanne** (2 each way - train pairs 4060/4064 & 4075/4079 - in the normal commuter timings; plus 2 Friday and Saturday late night 'pyjama workings').

**Neuchatel - Lausanne** (2 each way)

**St Maurice - Genève Aéroport** (1 each way)

**Genève - Nyon** (2). This is unbalanced. There appears to be no morning inbound equivalent.

**Rorschach - Zürich** (06.27 ex Rorschach - double headed Re4/4II)

**Zürich - St Gallen** (1)

**Bern - Olten** (1 each way)

**Bern - Spiez** (1 - no return showing)

**Basel - Luzern** (2 out, 1 back)

**Luzern - Zürich** (2 out, 3 back)

**Zürich - Bern** (13.57 Zürich - Bern, Tues - Fri Re 460 double-headed with Re4/4II)

**Bellinzona - Locarno** (1)

**Zürich - Brig** (1 CityNightLine each way)

**Zürich - Buchs** (2 NZ each way)

**Vallorbe - Domodossola** (2 NZ each way)

**Luzern - Chiasso** (1 each way - previously ETR470)

**Bern - Biel** (3 each way)

**Brig - Domodossola** (4 each way)

**Brig - Genève Aéroport** (2 each way)

**Zürich - Chiasso** (2 or 3 each way)


**Zürich - Schaffhausen** (3 each way)

**Zürich - Chur** (4 or 5 each way)

Moving on to the status of the Ae6/6s. Although some locos were scheduled to continue working into 2013 SBB, under severe cost pressures, did an emergency review of diagrams on the final run-up to the December timetable change - it affects freight as well as passenger workings - and all Ae6/6 workings were cancelled forthwith. Despite this, up to the annual Christmas suspension of non-urgent freight workings (this year between December 19th and January 6th), a few Ae6/6s had still been seen around the system. It was subsequently understood that a total embargo on the use of these locos had been imposed. The majority were to be sent for immediate scrapping, a small number were to be put into storage as an emergency reserve for next season's 'sugar beet campaign', seven have been entrusted to SBB-Historic, and several Gemeinde have offered to take examples to be plinthed. ❑

*Editors' Note. In the next edition we should have an article by Gordon describing his travel sat the end of last year to see the remaining Ae6/6s working.*

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 **Swiss Tip** Good ideas and information about Switzerland from travellers.

Travelling by PostAuto from Zernez to the Val Müstair? The public lavatories - both male and female - provided by the restaurant at the top of the Ofenpass are the only ones we know that require a CHF1 coin to use. If you put a CHF½ coin (the usual fee) in the slot these just drop through into the cashbox and the doors do not open. **Be warned!** ❑