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Brünig line. Although the D meant a luggage van, this was not usually used as such, as many trains had a baggage car and PTT post sorting capacity. I do not have end-running distances but Schneeberger estimated in 1994 (after 50 years) that they had each run some 3 million km. A first withdrawal was No.915 after a 1990 level crossing collision, while Nos.902 and 909 went in 1994. With the new HGe4/4 the 900s stayed fully in action, as the two new engines, designed for 50 km/h with 120 tonnes on the rack, normally only worked Giswil – Meiringen. With the newer series HGe4/4 II in 1986, these took over the through running, up to late 2013, and the 900s were degraded to assisting and locals, but a new life was in store. In 1991 Nos.905 and 907 were sold to the LSE, becoming their Nos.121 and 122. Six 900s had the rack bogie and its motors removed, which meant linking the adhesion bogies, across the gap, with long stays to transmit traction and compression forces. These engines were now used on Luzern locals to Sachseln and on Meiringen – Brienz, the adhesion lines, while the rack locomotives were later progressively withdrawn. Non-rack engines became Class 110, rack engines Class 120. The LSE engines came back into the fold with the Zentralbahn merger, and took their place in the Class 110 series. And the familiar green paint was gradually replaced by a dramatic red, later with elaborate ‘zb’ lettering.

A survivor is 914, now again green, and beautifully restored. For the rest, we will no longer, see as I first did in 1969, a green 900 toil up the bank, in heavy rain, to stop at Kaiserstuhl while milk churns, mailbags, and a couple of farmers’ wives were discharged, or a gleaming Golden Pass express at Brienz, with its Japanese and Indian guests, behind a 70 year old engine, or watch as the time-old run-round operations at Interlaken Ost occupied two platform lines and extra staff at a busy time, or see a 110 with three cars in Meiringen yard waiting for something newer to break down. But we will remember - for they were remarkable. ☒



TOP: 110 002 at Interlaken Ost.

Photo: Bryan Stone

MIDDLE: 110 003 at Oberried.

Photo: Bryan Stone

BOTTOM: New ZB FINK unit at Brienz. Photo: Malcolm Bulpitt

## Ivan Rodrigues – News from the Switzerland Travel Centre

2014 is the year of the “vistas” in Switzerland, celebrating unique, once-in-a-lifetime sights from the top of some of the highest mountains in Europe! The Swiss Peaks Pass gives you access to 8 of the best panoramas to be found in Switzerland. It is available for 4 or 8 days offering unlimited travel on famous mountains, from the Brienzer Rothorn with its steam train to the summit (ask us for details on our new footplate rides!) to the Stanserhorn with its double-decker open topped cable car. Also in 2014 Rhätische Bahn and Pilatus are among some private companies celebrating 125 years of service and there will be many celebratory public events throughout the year, showcasing the best and boldest rail engineering Switzerland has to offer. Contact us if you require more information. Our new brochures are out now! To celebrate the release of our specialist Scenic Rail holiday brochure we have a fantastic special offer; take advantage of a free upgrade to 1st class on any one of our “Classic” packages when travelling in May, September or October. To order a copy of your 2014 brochures email us at [railtrade@stc.co.uk](mailto:railtrade@stc.co.uk) or call us on 020 7420 4908. ☒