

The 'Odd Man Out' is not alone! : An intrigued Ron Smith has a question answered

Autor(en): **Smith, Ron**

Objektyp: **Article**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): - **(2015)**

Heft 121

PDF erstellt am: **10.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-853946>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

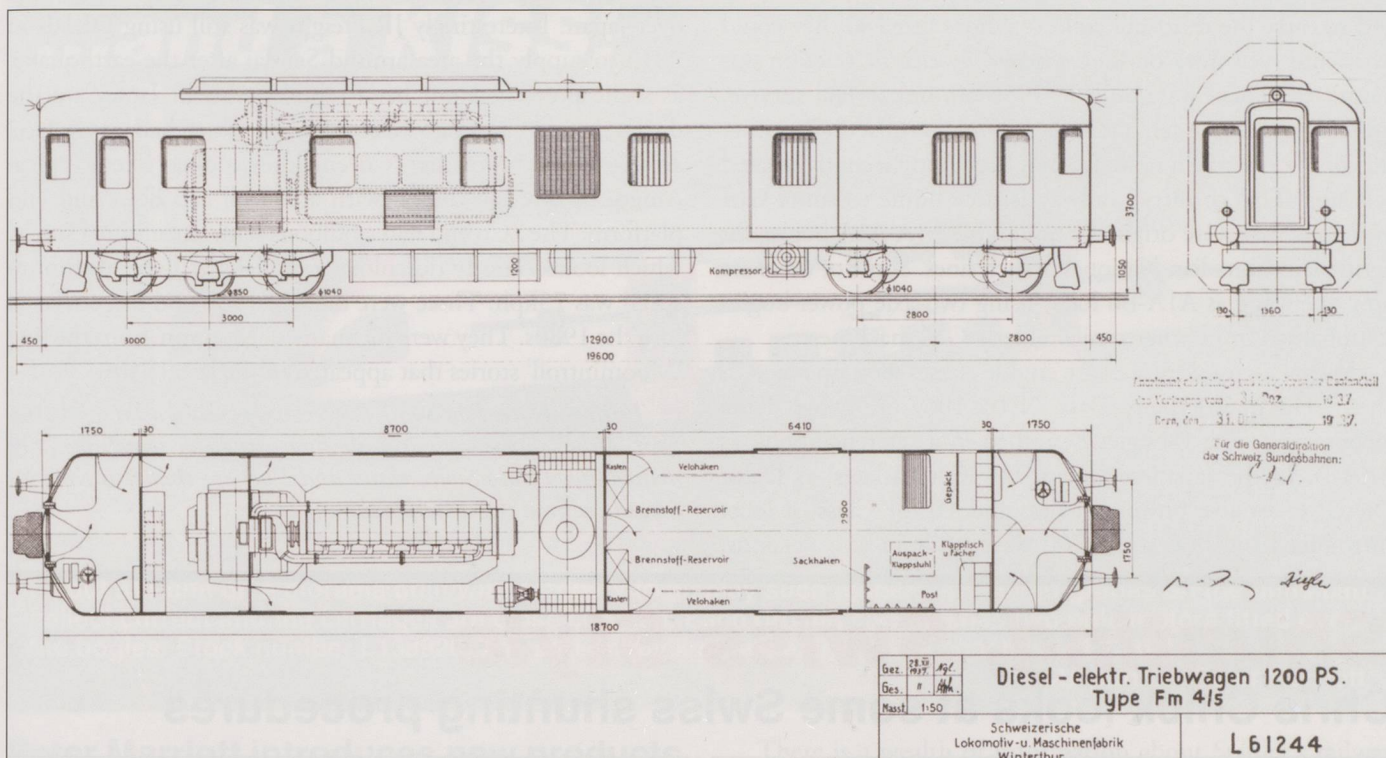
Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

The 'Odd Man Out' is not alone!

An intrigued Ron Smith has a question answered



In the September 2014 edition of *Swiss Express* I ended my article 'Odd Man Out', about the ex-BLS De4/5 No.796 Railcar, with the comment "...there surely cannot be too many machines around with an interestingly odd wheel arrangement – can there?" Then, at the end of John Jesson's follow-up article on the BLS machine in December's *Swiss Express*, I noted "I await with interest any member coming up with more information on such oddities". Well – Members have, and it seems that the 'Odd Man Out' is far from alone! So, with thanks to: Gordon Bannister; Stan Buck; Phil Crews; Peter Harris; Paul Russenberger; Bryan Stone, and Lukas Studer, I now know about the following locos that had (and some still have) totally different bogies at either end of the machine.

The De4/5 was not the first Swiss loco design with asymmetric bogies as there was the SBB's rather more successful Be4/7, which had a 1Bo1-Bo1 arrangement. These were introduced in 1921 and at least two lasted into the mid-1970s, one of which has been preserved. Even more interesting is the pair of class Fm4/5 diesel luggage railcars ordered by SBB in 1937. They had a Bo-A1A axle arrangement and a 1200hp engine. Intended to be numbered 991 and 992, the order was cancelled and the Am4/4 Bo-Bo diesels 1001 and 1002 (later Bm4/4-II 18451 and 18452) were ordered instead. The front-end design of the cancelled order (with its corridor connections) was reused for the RFe4/4 railcars and the early Re4/4-I locos.

Hungarian State Railways (MAV) Class V55 electric locomotives had Co-Bo bogies and were built in the early 1950s. Like the Metro-Vick Co-Bos, they weren't very successful and had a short life. It is believed that one has been preserved. In France the SNCF inherited two twin-unit electric

locos from the old PLM where each half had a 1A-Bo wheel arrangement. The 1A bogie at either end of the loco was needed to mount the collector shoes for the 1500Vdc 3rd-rail electrical supply, used on the Maurienne line between Chambéry and Modane. Swedish State Railway's Class Z electric loco (it survives in a museum) had a Bo-2 arrangement with a long wheel base motor bogie, and a shorter wheelbase trailing bogie. In Denmark's Randers National Railway Museum there is a diesel passenger/baggage car with a Co-2 bogie arrangement. It is unclear how many were built. Between 1960 and 1989 Hungarian organisation Ganz-Mavag built two series of DMUs for Soviet Railways. Eighty-nine examples of the 3-car Class D were built with the power cars having A1A-2 bogies. This class was followed by over 600 4-car Class DI DMUs, listed as having Bo-2 bogies under their power cars and it is also possible that some D1s worked in Ukraine with 1Bo-2 bogies. Back in the UK even the Metro-Vicks were not the first planned asymmetrical bogie engines, as just prior to its demise the Southern Railway was working on a Co-2 electric loco using the same bogie and electrics as its class CC (BR Class 70) design.

In the USA long-since defunct loco builders Fairbanks, Morse & Company (and the Canadian Locomotive Company – under licence) produced 165 of its C-Line Locomotives between 1950 and 1955 for several Canadian and US railway companies. The passenger-version of this locomotive had a Bo-A1A wheel arrangement due to the extra weight of the steam boiler for train heating, whilst the more common freight version had a classic Bo-Bo bogie arrangement. They were used by several Class 1 Railroads, such as the New York Central, New Haven, Pennsylvania, Milwaukee Road, Canadian National and Canadian Pacific. Most of the locos with the US

companies did not reach a long life, but the Canadian operated locos operated until the early eighties. Also in the US the New Haven RR had 60 FL9s, which were General Motors FP9s extended with a trailing A1A bogie to reduce the axle loading, and to carry the third-rail collector shoes fitted so they could work into New York on lines where only electric traction was permitted. These were built in 1956-60, but several survive, some in working order, but as diesels only. Whilst on the other side of the Atlantic a new class has been fairly recently created in Cuba! This country's railway is now home to some GM Switchers that were originally built with A1A-A1A bogies for lightly laid Canadian National branch lines. Some of these are now operating as A1A-Bo locos using two-axle power bogies cannibalised from other similar elderly GM machines.

Several asymmetrical bogie engine classes have operated in Japan. The main type is Class DE10, 1067mm gauge diesel locomotives with 2-bogies described in a reference book as AAA-B. In the Japanese system DE10 'translates' as D for Diesel, E for five powered axles, and 10 for Class of loco. Introduced in 1966 some 700 were built in two versions.

A limited number of Class DE11 was also built in 1970. A Class DE15 appeared from 1973 as the power units of snowploughs. Many of these locos are still in service with JR Freight and on several tourist railways spread all over Japan. Interestingly JR Freight was still using DE10s in 2013 to supply the area around Sendai after the earthquake, as some ports had not been rebuilt. Also in Japan are the distinctly odd Class EF55 electric locos, which had a 1Co-Co2 arrangement. From the 1Co end they looked like a typical American box cab design with a central cab door and end platform. The 2Co end had a bulbous semi streamlined snout, which looked faintly ridiculous, especially as their maximum speed was 75kph. Three were built in 1936 and one survived into the 1980s. They were nicknamed 'Moomin' from the first 'Moomintroll' stories that appeared in the late 1940s.

Editor's Note. Ron Smith has certainly opened a can-of-worms here. Although the topic is quite interesting (for some!) we have drifted away from Switzerland and I believe that it is time we moved-on from this esoteric subject. 🇨🇭

Shunting, Swiss Style

Chris Chick looks at some Swiss shunting procedures



At St Moritz, Ge4/4III No. 643 reverses towards its train, pushing a Gourmino dining car. The shunter contemplates the last few moments before the buffers meet.



At Luzern, the wagon on the right is stationary. The one on the left is moving towards the shunter who is standing between the rails!
Photos: Chris Chick

Michael Donovan's account of a shunter hitching a ride on the end of a train in "Report from Rhatia" reminded me of a couple of incidents that I witnessed on recent trips to Switzerland.

Arriving in St. Moritz on a Bernina line train on Christmas Day 2012, I stepped out onto the platform to see a Ge4/4 III locomotive reversing a dining car towards a train waiting at platform one. The shunter was standing on a small platform on the end of the dining car. My camera was quickly switched on and set to maximum zoom, so the resulting photos are not the best of compositions but they show the procedure that was probably repeated each day. It might have been Christmas Day, when nothing moves on U.K. railways, but in Switzerland life goes on as normal. This method of operation is presumably standard approved practice, as the little fold-down platforms seem to have been added since the coaches were originally

built, as I cannot see them on photographs from an earlier era.

The second incident was in September 2014 in the freight yard behind the Radisson Hotel in Luzern. On this occasion the pictures were taken through the mesh of a wire fence and have been cropped to remove the wire. The shunter was standing between the buffers of a stationary wagon, facing towards a wagon being propelled towards him. Once buffer contact had been made, the couplings were joined and he ducked out from under the buffer in less than a minute. I was filled with admiration, remembering the pathetic slowness of my own efforts to couple a locomotive to a coach during an 'engine driving day' on the North Norfolk Railway. Such a procedure, with an operative standing in the path of a moving item of rolling stock, would be a no-no in the UK. One hopes this chap never gets seconded to the narrow gauge, where the central buffer would make this procedure singularly inadvisable! 🇨🇭