

The Restoration of the low-cost light train "Blue Arrow" BLS from 1938 - an interdisciplinary project

40th IATM Conference Porto 2015

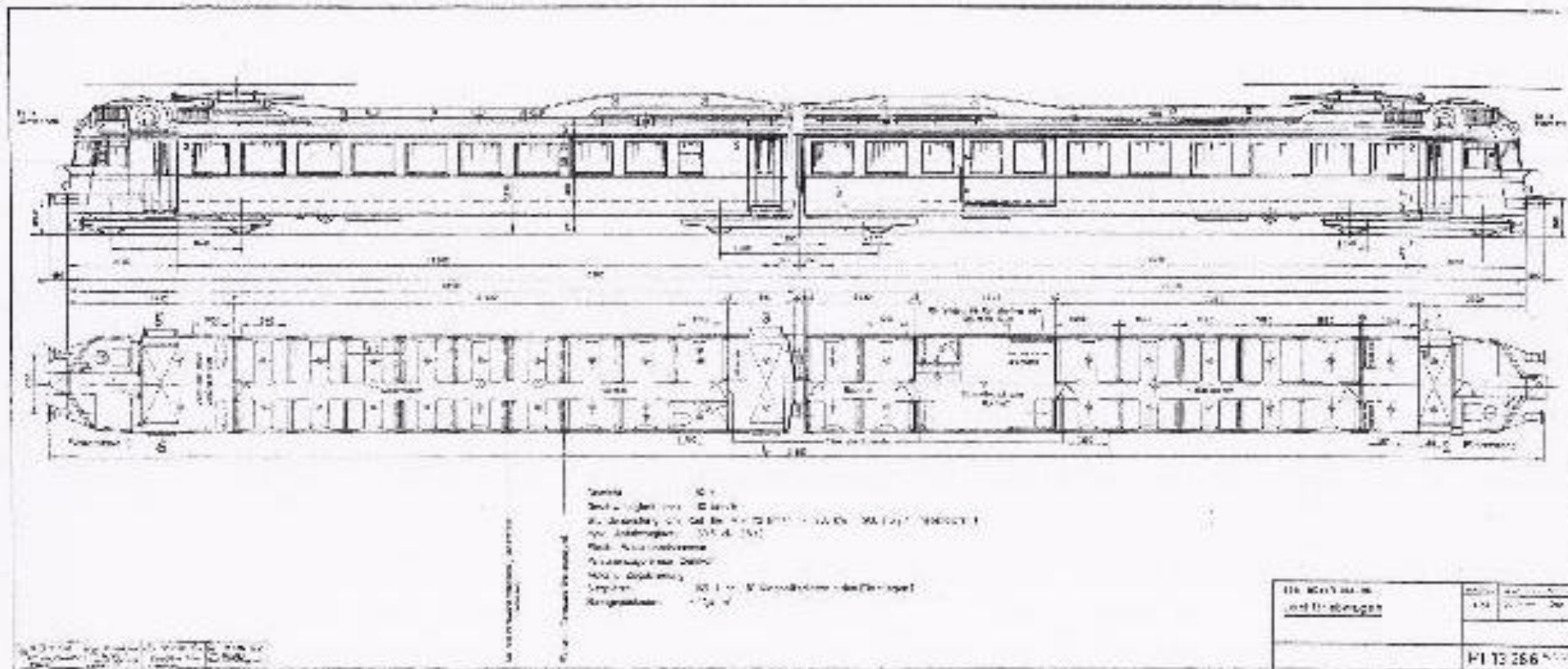
Kilian T. Elsasser



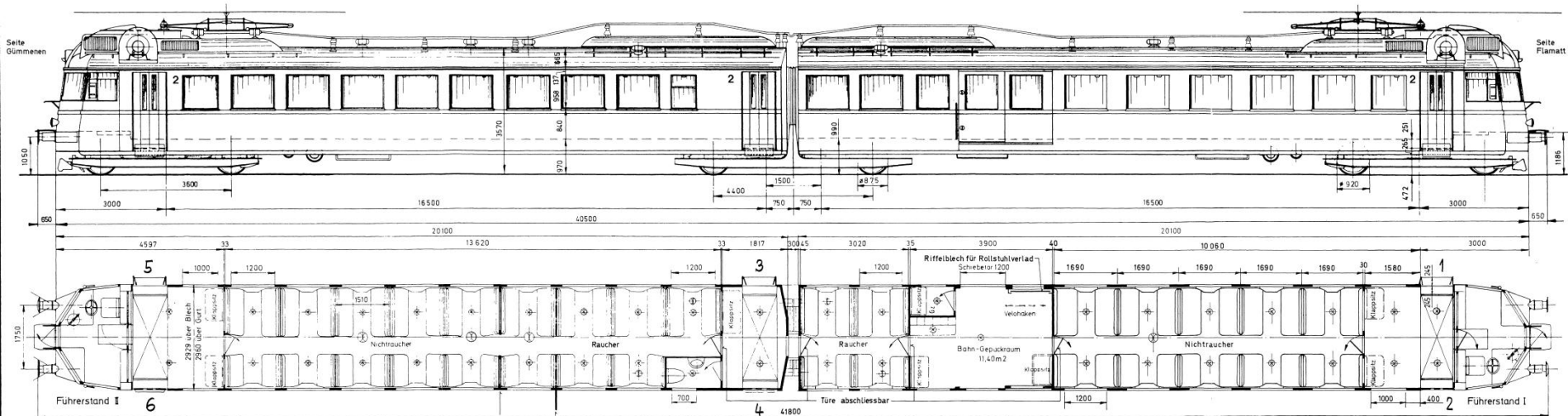


GERUKON
29883

1938 – 1984 BCFDe 4/6



1985-1999 BDe 4/6



Gewicht	82 t
Geschwindigkeit max.	110 km/h
Stundenleistung am Rad bei $v = 72 \text{ km/h}$	$= 706 \text{ kW}$ (960 PS; 4 Triebmotoren)
max. Anfahrzugkraft	58,6 kN (6 t)
Elektr. Widerstandsbremse	
Personenzugbremse	Oerlikon
Autom. Zugsicherung	
Sitzplätze	165 (incl. 10 Klappsitzplätze in den Einstiegen)
Bahngepäckraum	$\approx 11,4 \text{ m}^3$

LW 736: Trennwand vorhanden, Türe entfällt –
(belassen)

Wunsch : Trennwand hier angeordnet

STB BDe4/6 102, 103	Motortyp	Summe der Leistungen
<u>Leichttriebwagen</u>	1:50	20.12.77 und
	MI 13 266	a, b, c, d

Outside 1938



3rd class, 1938



2nd class 1985



Organization

- Steering comitee
 - BLS AG
 - State Archives of the Canton of Berne
 - Swiss Transport Museum, Lucerne
- Project team
 - BLS Foundation
 - Retired Railway Engineer (former head of the workshops of Swiss Federal Railways)
 - Volunteer (former head of the locomotive drivers at BLS)
 - Protection of historical monuments of the Canton of Berne
 - Architect an specialiste in railway passenger car design

Funding

Who	Cash in CHF	Work time and materiel
Swiss Loterie (state funding)	560'000.-	
Industry	165'000.-	
Foundations and guilds	290'000.-	
Donations and benches sold	80'000.-	
Total funding in cash	1'095'000.-	
Work time and material by the industry		215'000.-
Volonteer work		85'000.-
Total funding in work time and material		300'000.-
Total Funding	1'395'00.-	
BLS- Foundation	595'000.-	
Total funding in CHF	1'990'000.-	

Inauguration - August 12, 2014



Regional train Lake of Thune

