

## Historical Move

**During two month, Bauberger AG moved over 50 locs, tram and train waggons at the Swiss Museum of Transport in Lucerne. Highlight was the moving of the legendary „Green Crocodile“.**

Everyone in Switzerland is familiar with the large Rail Transport Hall at the Swiss Museum of Transport in Lucerne where the history of Swiss rail transport is documented. As part of the special exhibition on the New Railway Link through the Alps NRLA that opened in late March 2016, the museum decided it was time to renovate the hall that had remained virtually unchanged for 20 years.

Thirty-five locomotives, train cars and tram cars were moved internally in myriad single steps and more than a dozen were placed in depots in German- and French-speaking Switzerland. Many of these items were moved while the museum was open to the public but several cars were transported away at night on the track network in collaboration with the foundation SBB Historic.

Space in the Railway Transport Hall was very tight and the floor load capacity was limited at 400kg/m<sup>2</sup>. The front part of the hall is a pavilion from around 1957 when the museum was established and the structural engineering is correspondingly frail. Moreover, the ground is sinking because of the lake bottom.

Special constructions and hydraulic jacks were therefore used in all moves. The hall floor was covered with sand and reinforced with 30mm thick steel plates. The locomotives and cars were raised hydraulically at the lifting points, crossbars were inserted and then the vehicles were moved on tracks to their intended destination.

After twenty years at the same site, the time had finally come: The locomotive built in 1920 was moved once again – but not forward as usual but sideward instead. At first, the historical vehicle put up some resistance, like a tree that had taken root and did not want to be replanted elsewhere.

After three meters, the spell was broken, however, and the 126t giant rolled smoothly on roller dollies the twelve meters from the south tracks to the north tracks. After the yellow tracks were hydraulically lifted and removed, the electric locomotive stood at its new location the very next day in all its old freshness. After two month the work will be finished in late March.

This powerful electric locomotive was a miracle of technology and exported around the world early last century thanks to its agile nose, which allowed it to take very tight curves. Lovingly called the Green Crocodile because of its similarity to the reptile, this engine still fascinates young and old today.

Incidentally, Bauberger AG was in the Swiss Museum of Transport in Lucerne exactly nine years ago moving the Gotthard Massif, the Coronado and the Mesoscaphe and last year moving a legendary aircraft, the Fieseler Fi 156 Storch (Stork).

Designation:	Electric-powered locomotive for freight trains Be 6/8 II No. 13254
Year built:	1920
In Service:	1920 - 1982
Weight:	126 tons
Performance:	4 engines
Speed:	75 km/h

## Links

Timelapse on moving the Browne Crocodile (RhB Crocodile): <http://bit.ly/1V8s1n4>

Timelapse on moving the Green Crocodile (SBB Crocodile): <http://bit.ly/1TBcj2V>

Swiss Museum of Transport in Lucerne: [www.verkehrshaus.ch/en](http://www.verkehrshaus.ch/en)

SBB Historic: [www.sbb-historic.ch](http://www.sbb-historic.ch)

NEAT-Sonderausstellung: <https://www.verkehrshaus.ch/en/museum/nrla-gate-to-the-south>

Gotthardmassiv: <http://www.bauberger.ch/en/on-the-road-detail/we-also-move-mountains.html>

Coronado: <http://www.bauberger.ch/en/on-the-road-detail/swissair-takes-off-once-again.html>

Mesoscaphe: <http://www.bauberger.ch/en/on-the-road-detail/a-submarine-learns-how-to-fly.html>

Fieseler Storch: <http://www.bauberger.ch/en/on-the-road-detail/sky-high-cooperation.html>

## Pictures

Download pictures in highres: [www.bauberger.ch/en/media/vhs.html](http://www.bauberger.ch/en/media/vhs.html)

## Captions

1. Taken from the south tracks...
2. ... with an intermediate stop at 3 meters ...
3. ... then shifted 12 meters to the north tracks.
4. These 126 tons were moved manually.
5. The electric locomotive was a miracle of technology in 1920.
6. The Green Crocodile has four motors.
7. Maximum speed: 75km/h
8. Preparations to reinforced the floor
9. Delivery of steel plate
10. Lifting construction
11. Lifting construction with hydraulic jack
12. Placement of hydraulic jack on the RhB Crocodile
13. Small but oh so powerful: the hydraulic jack can easily lift 20t.
14. Tight spaces call for compact equipment.
15. Moving the RhB Crocodile with a fork lift truck
16. RhB Crocodile on the outdoor premises on a heavy haulage truck
17. The Brown Crocodile traveling on the tracks of the RhB
18. Some of the locomotives and cars were moved on tracks.

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## Bauberger AG

Since 1974, a general contractor for industrial relocation, machinery installation projects and maintenance with a heavy cargo warehouse at its headquarters in Elgg in the Swiss canton of Zurich. Internationally active, especially in mechanical engineering, the clock industry and medical technology. Family owned.

[www.bauberger.ch/en](http://www.bauberger.ch/en)