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Valley (Italy) and as far as the north eastern sector of Milan.

The Vereinabahn project from Klosters to Lavin (Lower Engadine) conceives the following projections - an hourly from Landquart to Scuol and Davos with trains dividing at Kueblis. The use of the rollschemel would facilitate the movement of standard gauge wagons to the Engadine and road trucks would be carried on "rolling road" trains travelling at 100 kph. Opposition from the "environmentalists" is building up to protect the unspoilt Engadine Valley from the expected upsurge in commercial and tourist traffic.

#### **International**

The railways of Switzerland, Great Britain, France, Germany and the Benelux countries have introduced an express parcels service called Eurail Express. Features include a single tariff for items up to 50 kilogrammes, no customs excuse, guaranteed times between selected stations and domicile delivery (to the home) in France and Germany.

#### **Industry**

Alusuisse is to build an 8 prototype cars for the London Underground in the SBB workshops. in Zurich. S.B.B. craftsmen will gain experience, with aluminium construction techniques.

#### **Valais**

Free bus services are being provided in the resorts of Crans and Montana with the intention of reducing the private motor vehicle traffic.

#### **Political**

The four Federal political parties have proposed a public transport package worth 16 billion francs. The proposal provides for finance being available for Bahn 2000 by the end of the year. This will include the projected Alps transversal route either via the Gotthard basis tunnel or Splügen tunnel linking the Grisons with Chiavenna in Italy. Proposal also suggests increased frequency of services, lower fares and easier means of funding private railways.

### **APPEAL TO SAVE THE MECHANICAL SIGNAL BOX OF THE SBB STATION RUBIGEN** **a translation by Rico Signore.**

Only a year has passed since celebrating the 125th anniversary of the Aare Valley Railway line, and already the old station of Rubigen has become the victim of modernisation. Currently the station building is being demolished and with it, of course, the mechanical signalling installations which hail from railway pioneering times. At the same location a new staffed Halt is being constructed. In future, remote control from the neighbouring stations of Muensigen and Berne will monitor the railway traffic movements and once more Switzerland will lose a significant piece of railway romanticism.

Despite the automation, however, the old signal box fittings of 1914, together with further artifacts worth saving will remain at Rubigen. The levers, cranks and signals will enjoy their well-earned retirement. With some manoeuvring, lasting approximately one year, the installation will change location and will have place of honour on Platform 2 within the new waiting room, as from Autumn 1986.

The signalling equipment is not truly a complete rarity of its kind, but the same type of signalling equipment by the German firm of Bruchsal celebrated its premiere at Bern-Wylerfeld, as the very first mechanical signal box of the country, in 1880.

The committee Pro Stellwerk Rubigen has the aim to realise this project with the help of the population. To finance this small museum some very original "Sponsor's Certificates" will be issued, which are obtainable over the counter at Rubigen station and Rubigen post office, or against pre-payment to Post Giro A/C 30-18104-7 "Pro Stellwerk, 3113 Rubigen". The certificates' values are Sfr. 10.-, Sfr. 100.- or Sfr. 101 or more. For further information please contact: Pro Stellwerk, 3113 Rubigen BE / Switzerland.