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## EDITORS NOTEPAD

**SBB** Construction of the two additional tracks and another tunnel at Aarau for the route from Rapperswill to Olten has commenced. Completion date is given as the end of 1994.

A study has started on the feasibility of a direct line from Luzern via Arth-Goldau, Rapperswill, Herisau to St. Gallen. The SwF96 million required for the extra tracks and stock would be shared by the SBB, BT and SOB.

The first of the 19 new type IV restaurant coaches has been built by Schindler Waggon in Pratteln with electrical equipment supplied by Asea BBC of Baden. A total of 17 of these coaches will be designated WR and numbered 50 85 88 73 100 to 116, the remaining two will be designated WRm and given the numbers 61 85 88 94 200 to 201. The latter coaches - fitted with an extra Rail magnet brake - will be used on the DB and ÖBB lines and permitted to travel at speeds up to 200 Kmph. The first five type WR coaches will be used on the Geneva Airport, Biel, Zürich to Romanshorn service in October 1988. The next set of coaches will be used on the Geneva Airport to St. Gallen service from April 1989.

All motive power stock is being renumbered as per UIC system. New stock will be delivered with the new number system, old stock will be given a new number after refit.

Delivery of 40 type Shimms wagon for the carriage of steel coils has been made by Atelier de Constructions Mecaniques de Vevey.

The Geneva Airport line carried 2 million passengers during its first full year of operation. Swissair flight checkin facilities are now available at the following SBB main stations; Basel, Lausanne, Zürich, Genf, Neuenberg, Lugano, St. Gallen and Luzern. From 1st December, 1988 it will be possible to check in baggage from any major airport around the world for delivery to any Swiss railway station.

Plans have been submitted for the construction of a "Huckepack" - Piggyback - terminal to be built in the Chiasso freight yard.

The building of the Grauholz bypass line, on the main route from Bern to Olten, started on the 26th August. The new twin track 6.3 Km long tunnel is due to open to traffic in 1995, and will link up with the new route to Rothrist.

The new "S Bahn" locomotive type 453 (Re4/4) will be fitted with two roof mounted pantographs, two of these locos will be used on the DC powered service from Geneva to La Plain. The two type BDe4/4II Nos. 1301 and 1302 presently operating on this service are to be removed.

The Triebwagens RBe4/4 Nos. 1401-1406 and Control coach type DZt Nos. 33 934-939 have had the front panels painted red.

With effect from 1990 the maximum speed on the Brünig line will be increased from 80 Kmph to 100 Kmph.

The second class coaches type B 50 85 20 33 555-557, will be used as intermediate coaches in the Kolibri sets. Stock of Kolibri as of 24th September consisted of 39 Triebwagens and 41 Control coaches.

Six Saloon coaches - SR 50 85 88 33 611 to 616 - are in the process of being rebuilt into "Travelling Office" coaches. Each coach will be fitted with; 5 telephones, 5 personal computers, fax machine and photocopier. Each coach will be staffed by a highly skilled hostess from a private Zürich company. The coaches will be placed in service on the 1st November on the route from Geneva airport to Romanshorn via Zürich.

**BRB** Two HG 2/3 steam locomotives - No. 12 and 13 - capable of using either oil or coal, will be expected for service on the Brienzer Rothorn Bahn in 1992.



**RhB** A plan has been drawn up for the conversion of the Misoix line from metregauge to standard gauge. The work would start in the Spring 1989 and would cost about SwF21 million.

**SVB** The trams on this network are being renumbered. Series 101 upwards has become 601 etc, series 401 up has become 701 up. Colour scheme is black window surrounds and stripes on a green and cream body. Line 9 eastbound is being worked by an articulated bus service, and lines 3 and 5 eastbound terminate at the SBB Hauptbahnhof with passengers transferring to bus service 31/32.

**VBW** Line G has been re-equipped with the articulated tram unit similar to "Tram 2000". Colour scheme is blue/white with an orange stripe in which is painted the logo "RBS".

**BVB** Members visiting Basel may think that there is an SBB Re4/4 towing a MkIV coach along the streets, it is in fact power car 420 and trailer 1471.

**TPG** About half of the Geneva tram units have been replaced with the new Dueweg artic sets numbered 800 upwards.

**TN** Line 5 has been cut back after Place Pury and stops at a lakeside terminus.

**OC** A new locomotive type Em3/3 No. 3 - built by Henschel - has been placed into service. Colour scheme is orange with a yellow stripe.

Sources: SBB Press Releases, SBB Magazine and Eisenbahn Zeitschrift. Railway Gazette Int; and Member R. Barton.



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