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# EDITORS NOTEPAD

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**SBB.** 1988 was a record year for the SBB. Passenger revenue increased considerably as did freight traffic via Cargo Rail + 6.6%, Transit + 10.7%, Huckepack + 28.5% and Container traffic + 15.7%.

Investment in the SBB for 1988 was 28.2% higher than 1987, at SwF1,509 million.

For the hungry, a total of 2.6 million sandwiches were sold on the trains during 1988! The "New York Times" has stated that a good place to eat in Switzerland is the Station buffet. The "Kase" Express will run between Basel and Brig using an ex SBB Spiesewagen WR 50 85 88 33 616 - 6 on the following trains, 1804, 816, 727, 834 and 745.

The Open coaches of the SBB Brünig line will be in service from 27 May to 23 September between Giswil and Meiringen. Trains and times are 6320 at 9.00 and 6340 at 13.00 from Giswil and 6335 at 12.18 and 6355 at 16.18 from Meiringen.

SBB Chiasso has become fully computer controlled for all signalling in the area. The equipment was supplied by Siemens Albis and became operative in April.

A study is underway into the feasibility of running an SBB Pendolino service from Bern and Genève to Milan, in co-operation with the FS.

The State Upper Chamber would like to run a Pendolino service from Stuttgart in West Germany to Chur.

Average distances travelled for the undermentioned locomotive classes during 1988 are as follows: All figures are in 1000's of kilometres.

Re6/6 228, Re4/4III 203, R4/4II 190, Re4/4IV 171, RBDe4/4 164, RABDe12/12 162 and RBe4/4 151. Re6/6 No. 11661 covered the most distance at 254,353 kms.

Rail freight via the Gotthard hit a new record of 123,000 gross Tonnes on the 22nd February 1989.

Swiss Express coach B50 85 20 34 630-7 has undergone revision and been repainted Green with the Torquoise comfort stripe on the sides.

Two SBB type IV coaches fitted with a new bogie system designed by SIG have been loaned to the DB for high speed trials, and to date achieved the top speed of 283 km/h on a track in Westfalen.

Re4/4 Class 450 number 450 000-5 has just been rolled out of the assembly shops of the Asea BBC works, and will be undergoing tests. Later this year when it is handed over to the SBB it will be named "Niederglatt".

Biel depot is to have a new service hall built, which will allow space on its three 73 metre long tracks for the maintenance of the 40 Kolibri sets which will be serviced there.

A connecting train service "Golden Pass Express" will run from the end of May 1989 between Luzern and Montreux. Transfer points will be Interlaken Ost and Zweisimmen. As the expected revenue from this route is considered to be high, the construction of a through route using metregauge stock is likely to be given the green light.

A proposed curved tunnel near Chambrerien, will reduce the journey time between Neuchâtel and Le Chaux de Fonds from the present 31 minutes to about 21 minutes.

A new tunnel near Eclepens has been proposed, to remove the dogleg in the track line and thus speed up the traffic as part of Bahn 2000.

The Seetal line is to be improved with new rolling stock in the form of RBDe4/4 "Kolibri" units, new track layouts and a new track/train control system.

Permission for through running of locomotives of the BLS has been given for the section Basel and Thun, and already many trains in this area are being hauled by BLS units. Likewise many SBB locomotives will be seen running over the Lötschberg line to



Brig. BLS drivers will be trained on SBB Re4/4II and Re6/6 locomotives, and SBB drivers are to be trained on BLS Re4/4 and Ae8/8 locomotives.

Two Panoramic coaches are to be built for the Brünig line, planned service date is 1990.

The planned improvements to the main line between Muttentz and Olten have been started. The work consists of a new 4.7km long Alder tunnel bypassing Prattein, new track through Liestal to Sissach and a new 12.8km long tunnel from there to the River Aare crossing just north of Olten. Completion is planned for September 1999.

The Zürich suburban service is to receive seven rebuilt EWIIA coaches numbered 50 85 18-33 582 to 588. The coaches have been fitted with a completely new interior.

Liestal celebrates its 800th birthday on the 3/4 June, the SBB will have a function at the station. The second oldest SBB station, Romanshorn, built in 1855 and Rorschach station are to be modernised in the very near future.

Commencing June until October there will be a "Motorail" service from Zürich Altstetten to Narbonne via Basel and Mulhouse.

The "Talgo" hotel train from Bern to Barcelona will commence operation in May 1990, with stock comprising a restaurant car, bar car and coaches with showers and single, double or quadruple sleeping berths. Transit time will be approximately 12 hours in either direction.

Arrivals since January 1989: RBDe4/4 Nos. 2146 to 2148.

Departures since January 1989: Nil.

RAe II TEE No. 1053 has undergone a complete refit at the SBB workshops in Zürich. Like the rest of the class this set has been converted to 1st and 2nd class accommodation and repainted in the Eurocity Colours. Classification is now RABe No. 1053, depot and repair workshops is still Zürich.

Plans are being drawn up for the doubling of the track between Rotkreuz and Rotsee (near Gütsch junction) to the north of Luzern. No date is given for the start or finish.

**S.O.B.** Re4/4III No. 41 has just undergone R3 refurbishment at the SBB works in Bellinzona, and after repainting to SOB Red has been returned to service.

**BLS** With effect from the end of October 1988 the main line from Thun to just south of Goppenstein is now double track throughout. All ramp and tunnel sections are signalled and block wired for two way working on either tracks.

The last of the Breda built Ae6/8 locomotives, No. 203, has been removed from service. Ae6/8's remaining are Nos. 205-208.

All Re4/4 locomotives belonging to the BN, GBS, and SEZ section of the BLS group will be fitted with name crests:- BLS 161 "Domodossola", SEZ 177 "Zweisimmen", GBS 178 "Schwarzenburg", BN 179 "Bern" and BN 180 "Neuchâtel".

The anticipated conversion of the track between Zweisimmen and Interlaken to double gauge - standard and metre - is planned for 1992.

A study is being conducted into the doubling of the track from Bern to Neuenberg, possible start being made in the autumn of 1989.

**OeBB.** The ex SBB RAe No. 202 has been painted back to its original colour of Red from the special OeBB Blue colour used after purchase.

**RhB.** Agreement has been reached on the proposed underground station and 3.5km tunnel between Chur and Arosa, along with the conversion of the route to 11kV single phase AC. Making it compatible with the main line network.

Six new locomotives of the type Ge4/4 III have been ordered for the main line.

Steam locomotive No. 1 "Rhätia" has been moved from the museum railway at Blonay-Chambey to Landquart in preparation for the 100 year celebrations of the Davos line.



**Rh.B.** Workshops Landquart are busy rebuilding coach AB 1513 into BDt 1731 for use within a Pendelzug set for the Chur-Davos-Filisur service commencing May 1989. Train consist will be Ge4/4I, AB, B and BDt.

The number of passengers carried on the "Glacier Express" during 1988 were 203,980 compared to 183,440 in 1986, for the "Bernina Express" the figures for 1988 are 185,012 against 155,648 in 1986.

**V.H.B.** The SBB has negotiated the sale of two Ae6/6 locomotives for freight train operation on the EBT group lines of the VHB. The locomotives in question are Nos. 11519 "Guibiasco" and 11520 "Langnau I.E.".

**SZU.** Eight 64 seat Triebwagens type Be4/4 rated at 800 kW, have been ordered.

**AB.** A tunnel has been proposed through St Gallen to take the track to Gais, thereby doing away with the street running section.

**MONTHEY.** A monorail system is being studied for use in the town area.

**LSE.** An order has been placed for 5 second class 64 seat coaches for the Luzern to Engberg line.

Source: Eisenbahn Amateur, SBB Magazine, Schweizer Eisenbahn Revue and Press sources.

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