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PRESIDENT'S REPORT

Swiss Federal Railways

The management of the SBB intends to set the maximum service age for electric locomotives at 50 years, and, if possible, less than this in view of the rapid technological developments. Besides the 100 Re4/4^{VI} locomotives now under construction a further 130 to 150 machines will need to be replaced from now until 1995. This also applies to electric motor coaches, as well as standard coaches and freight wagons where replacement will also be necessary.

The management has informed the press that Bahn 2000 will now cost about SFr.9 billion instead of the original estimate of SFr.5.5 billion. This increase is mainly due to pressure from environmental groups, the steady rise in costs and the adoption of even more advanced methods of train control.

The Zurich S-Bahn reports an average increase in passengers of 21%. The most spectacular increase, 150%, has been on the Sihltalbahn, which has benefited from its extension into the Haputbahnhof. Passenger numbers have continued to increase, a clear indication that a number of users have left their cars at home. The new rolling stock is reported to be satisfactory, though there have been a few teething troubles which have led the motoring press to criticise the new vehicles. However, other conurbations in the Confederation, Bern, Basel and Geneva, are examining the possibility of introducing rapid transit lines in conjunction with traffic unions.

Road Railers, similiar to those used on USA railroads, are being tested on the Gotthard line. If they prove to be satisfactory, it is planned to introduce block trains.

Metre Gauge

Continual increases in traffic have forced the private lines to acquire new locomotives sooner than originally planned. Four metre gauge locomotives, similar to those on the RhB, using converter techniques for control, have been ordered by the MOB, BAM and AB.

The mixed gauge to be laid between Zweisimmen and Interlaken Ost, to enable through working betwhee Lucerne and Montereux, with an estimated cost of about SFr60 million, is now being debated by the Parliaments of the Cantons though which these trains will operate. The Cantons have to vote the necessary credits to obtain the Federal subsidy.

SLM

Swiss Locomotive Works now have 150 locomotives and motor coaches under construction for Swiss railways apart from numerous locomotives and motor coaches for railways the world over ☐

Not Quite a Day Trip *Continued from previous page*

afternoon gave time to visit some more of the local museums before we caught the 16:10 for Flughafen to allow a little time for airport shopping before a very pleasant return flight.

For those wishing for a more hectic schedule it would be possible to take a trip on the lake on Friday afternoon and visit Rigi, Pilatus or your favourite railway line on Sunday. The offer is open until 24 March but a good response might mean an extension. A visit to a different location might be possible next year. Anyone interested is welcome to contact me for further information or advice ☐