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STOCK NEWS

New locomotives up to February 1991

Re4/4 450 450.026-030

Withdrawn

Ae3/6¹ 10659

Deh4/6 907 Sold to LSE; 31 January 1991

Deh4/6 905 Sold to LSE; 31 May 1991

Ae4/7 No.11016 has been repainted during an overhaul.

RBe4/4 1433 has been repainted in the light grey/blue/red/yellow NPZ livery and the RABDe8/16 No .2001 *Chiquita* has been similarly repainted. The rest of the *Chiquitas* will retain their existing violet/yellow livery whilst it remains in good condition.

Railcar RBe4/4 No.1454 has been destroyed by fire and will not be replaced.

Re4/4¹¹ No.11197, damaged in a collision at Reidenburg (Austria) on 30 August 1989 has been returned to service. Two standard pantographs are now fitted and its place on international workings has been taken by Re4/4¹¹ No.11195, which has been fitted with a pantograph suitable for use under the DB/OBB catenary.

There are several interesting little battery powered shunters in works scattered about Switzerland. These are now under threat from a new class of battery locomotives for main works. Ta 251-002 to 005 have been built by Stadler to a design similar to Ta No. 974 of 1965 and Ta 966 of 1987. They can negotiate 30 metre radius curves, weigh 7 tonnes and have a maximum speed of 10 km/h. Like most of these tractors, they have magnetic buffers. Allocation is Ta 251-003 Yverdon; Ta 251-002/4/5 and 996 Olten. The latest batch can be remotely controlled by radio.

Historic

The historic locomotive Ae3/5 No.10217 has been repainted and works, on Thursdays, postal train 92676; 12:25 Langnau-Bern, arriving 13:25.

The recently withdrawn Te¹¹ No.211 has become the first tractor to join the SBB's historic fleet.

Ae3/6 No.10664, after reconstruction, was handed to the Railway Friends, Lake Zurich right bank and will be used during the spring and summer by Rapperswil depot as an historic loco.

Steam news

Restored A3/5 No.705 worked a steam *Orient Express* Lausanne-Brig-Lausanne on 14 April 1991 and is planned to take part in a big event in St.Maurice between 11 and 23 June. Afterwards it will be stored and is not expected to make a further appearance until the 150 Years of Swiss Railways celebrations in 1991.

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BOB Motor Coach ABeh4/4¹¹ Grindelwald

I am about to construct a model of the above *Triebwagen* to a scale of 10mm to the foot to run on 32mm gauge track. During the course of summer 1990 I attempted to take photographs of the top of these locomotives, in particular the pantographs and resistance banks, but without success. Has any member any relevant photographs of the tops of these machines or would anyone be willing to photograph these items if they are in the area during 1991. Any reasonable expenses would be met.

W.Castellan

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