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Mk IV first class test coach with trial suspension at Thun, 17 June 1991.

photo Leslie Falkson

That Test Coach

The Railway Gazette International has provided more detailed information about the eye-witness reports of the test train on the BLS, mentioned in the previous Swiss Express. It was widely known that the MkIII coaches now relegated to push-pull services between Zurich Airport and Luzern were built with provision for tilting. The SBB has revived its interest and has been joined by the BLS who can also see advantages in increasing speed over existing curved tracks, provided passenger comfort can be maintained.

The test train consisted of a MK IV coach fitted with roll dampers, the DB test coach from Minden, a reference coach fitted with Navigator bogies which was linked to three Mk IVs under test by a long bar to cut out transmission of

movements from the leading vehicles.

The three test coaches comprised one with Neiko bogies with additional roll dampers to improve the ride on straight track, the next with Neiko and Navigator and the last with Neiko bogies fitted with extra roll dampers and pressure tight gangway connection to the coach ahead.

Frutigen to Kandersteg was run at 20 km/h faster than normal permitted speed. Further tests are planned on another route suffering from almost continuous curvature, between Gumligen and Wolhausen on the Bern-Luzern route. Comparison will then be made with the Swedish X2000 tilting coaches, probably between Schaffhausen and Stuttgart in co-operation with the DB.