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Container Traffic MOB/SEZ

It would be very good business if there were crushed stone on rail from Wimmis to Saanen as reported in *Swiss Express*, March 1992. That is in fact the direction of the empty containers.

The actual traffic is refuse - garbage to our North American members.

West of Saanen, beside the airstrip one can see from the train, is the transfer station where collection vehicles tip the refuse into the containers. These are hoisted onto standard gauge wagons, which travel on Rollbockë while on the MOB. The same 6000-series locos which haul the *Panoramic* work the wagons to Zweisimmen - no sectorisation here! Unlike other MOB vacuum fitted stock, the Rollbockë only have air brakes - there's just no space on a Rollbock for a vacuum cylinder, but the 6000 class are dual air/vac equipped.

At Zweisimmen the standard gauge wagons are soon propelled through the gauge change installation which automatically separates them from their transporters and onto the rear of an SEZ local - usually an RBDe4/4 of the 721 series. The trash wagons are uncoupled at Wimmis and shunted by the station tractor under the portal crane which transfers the containers to a lorry (truck). This does the last, short run to the nearby quarry landfill. All this is to cut out lorry movements through beautiful Simmental.

Incidentally, this traffic required two newly enlarged tunnels on the MOB, Moosbach and Saanenmöser. The MOB gets its ballast from a quarry near Enney on the GFM. Ballast trains are hauled by either an MOB 6000 or GFM 101/102 - they're the same design. MOB and GFM crews work through onto each other's line.

Alan Snowdon
Redhill

Tilting Trains

There is a small error in my contribution on passenger trains with tilting bodies. In the second chapter *Operational Aspects* the sentence:

> "This means that trains of 650 tonnes (13 passenger coaches type 2000) with tilting body of an active system could run at 230 km/h on the new lines and at 150 km/h on the Gotthard line with its 300m curves."

should read:

...**"105** km/h"...

since the present known tilting systems allow for a maximum tilting angle of 8-10° only, which means a tilting angle factor of 6.23 x square root of curve radius.

A second sentence I have written is apt to produce some misunderstandings. The reason for the reserve speed for passenger trains on an average superelevation lies also in the lower axle load of passenger coaches (11 to 15 tonnes), whereas loaded freight wagons usually have an axle load of 20 tonnes.

I apologise for any misunderstanding which might have appeared.

A.Hauser-Gubser
Hettlingen

Christmas Conundrum

In response to your Christmas Conundrum, he's not saying anything, actually he's singing:

> "...You push the middle valve down
> the music goes around and around
> and it comes out here..."

The young chap facing the camera neither understands nor appreciates good music, so he's turned aside.

I expect this won't arrive in good time for the next issue, due to the late date, but I hope it's worth a hearty laugh.

Phil Moberg
East Hartford USA.

This was the only suggestion received. My own caption would have read;
"After this happened, we simply had to electrify!".

CJF