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The Ge4/4 8000 series

Technical specification from MOB

Above Gde 4/4 6003, Ge 4/4 8002, 8001. - 6003 and 8002 are connected electrically with engineers carry out tests, 8001 is having lettering applied, note 6003 and 6004 in Crystal colours, at Chernex works.

May 10th 1995, photo Les Heath

The new loco's will be numbered 8001-4. In outline they almost identical to the Ge4/4^{III} recently placed in service by the RhB, and are painted in traditional MOB livery and style as applied to DGe4/4 6001/2. It is expected that all four will be in service by the end of the summer.

The locomotives, constructed by ABB and SLM, are equipped with the latest three phase asynchronous traction motors and GTO water cooled thyristors. Although at the present time 900 volt dc power will be used, all circuits are designed for operation with 15kv 16 $\frac{2}{3}$ Hz AC in anticipation of eventual through running from Montreux to Meiringen.

Regenerative braking is fitted, whilst the bogies are of the steering type based on the same principal as outlined in the Swiss Express article on the SBB Class 460. The locomotive

controls are connected to the on board electronic control unit by optical fibres. Each locomotive is fitted for remote control operation by driving trailers or traction units and is totally compatible with the DGe4/4 class, Nos. 6001-4. The steel body shell is constructed so that the roof can accept an additional pantograph and supplementary electrical equipment when 15kv operation commences.

Ge4/4

Weight	64 tonnes
Axle weight	16 tonnes
Length	16.1 metres
Width	2.8 metres
Continuous tractive effort	2.0MW
Maximum tractive effort	2.4MW
Maximum speed	120 km/h
Maximum load on 70‰ incline	170 tonnes



Above: BLS Re465 003 seen at Spiez station on the 9th May 1995

Below: The re-painted BDeh2/4 25, seen here at Bex station 2nd October 1994





Above: ABDe4/4 1, of the ASD, called the "Trans Ormonan" Express, the second coach is a bar car, seen here at Aigle station in October 1994, the service runs at weekends and National holidays. The scene painting depicts the many activities that are available along the line.

150th Anniversary of Swiss Railways

The SBB chose the 48th General Assembly of the Schweizer Verband Eisenbahn Amateur in Biel on 22nd April 1995 to announce proposals for the celebrations to commemorate the event. Our representative was there so we are able to give some of the advance information. Much more information is available to us which will be published in the next editions and we shall be receiving updates. The SVEA is playing an important role in developing numerous activities countrywide. This is being managed by our member, Ruedi Steinmman. We wish him well in his challenging task.

Activities will start in April 1997 and will continue to mid-October. A selection of some of the most significant events are as follows:-

- (i) Famous vintage and replica locos will be visiting and, hopefully, running; 'Le Continent' from France; the 'Rocket' from the UK; 'Der Adler' and 'Saxon' (now in Dresden) from Germany.
- (ii) Special period trains will run in various parts of the country:-
 - 1847 Spanische Brötli Bahn
 - 1930 Representative Express train
 - 1939 The Ländilok, SBB Ae8/14 11852, with a representative train. This is subject to funds becoming available to restore the machine to working order. At the end of April, the loco was standing opposite the Luzern Museum.
 - 1945 Light Express train plus Bdt.
 - 1997 DOSTO - Double deck express coaches of the future with appropriate motive power. The coaches plus new sleeping cars are due to enter service on 1st July 1997.
- (iv) Special commemorative stamps to the value of SFr. 20 and medals.
- (v) A 250 page, profusely illustrated, book in French, German, Italian - and English