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Publications consulted

<i>International Railway Journal</i>	Dec. 1993
<i>Railway Gazette International</i>	Nov. 1993
<i>Railway Magazine</i>	Aug. & Sept. 1994 Dec. 1995

Comparisons

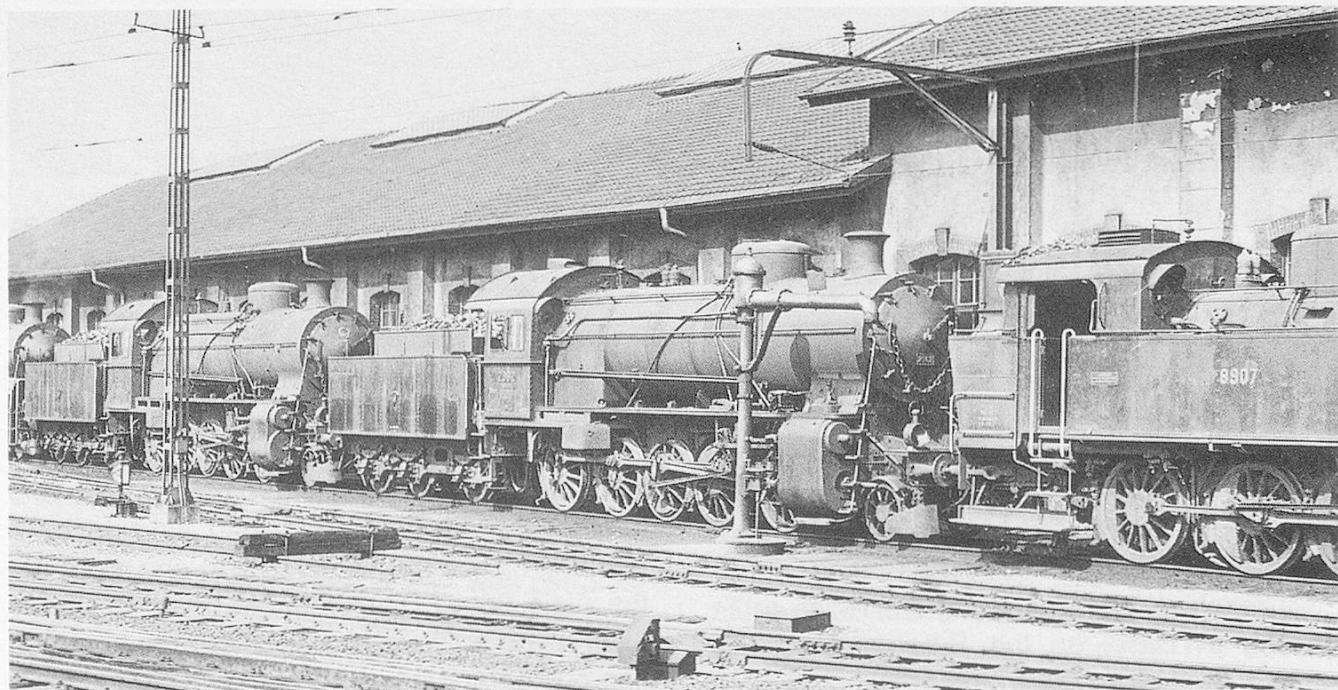
To provide a better idea of the sheer size of this project, the Channel Tunnel, which is of virtually the same length as the projected Gotthard base tunnel, is only 100 m deep at its lowest point. The size of the exploratory bore can be best gauged when one realises that a standard 12ft diameter LUL tube tunnel is only

3.66 m, indeed the 5.5 m bore will comfortably handle stock to the British loading gauge.

Members will certainly be well aware that the Channel Tunnel took far longer to build and cost far more than its original estimate. Students of Murphys Law will know its clause relating to major civil engineering projects, that the time taken is never less than twice the original estimate, whilst the cost will be from two to three times the first guess. It remains to be seen whether the Swiss have taken this into account.

CJF

Fred Ward remembers



Olten shed, June 1961. Not the dead line, for it was a Sunday with three locomotives having the day off. The one on the left has just come on shed.

SBB stock changes

August 1994

New

450-082	ZU
460-099	BE
550-001	GE
560-111	BE
XTms 80-050/1	88-231 88-830
<i>Withdrawn</i>	
Tel 33/6/8/51	
Tm ^{II} 702	
Ae4/7 10979	

September 1994

New

450-083	ZU
460-101	BE
560-112/3	BE
XTMs 88-531	88-831
October 1994	
<i>New</i>	
450-084	
460-100	
560 114/5	
550-002/3/4	
XTms 88-232	

Withdrawn

Ae4/7 10984	
November 1994	
450-086/7	
460-102/3	
560-116	
XTms 88-532	
<i>Withdrawn</i>	
Ae4/7 10907/29/35/57/61	11023
BDe4/41637/44	
HGe4/4 ^I 1991 (Brünig)	
Tm ^{II} 727	