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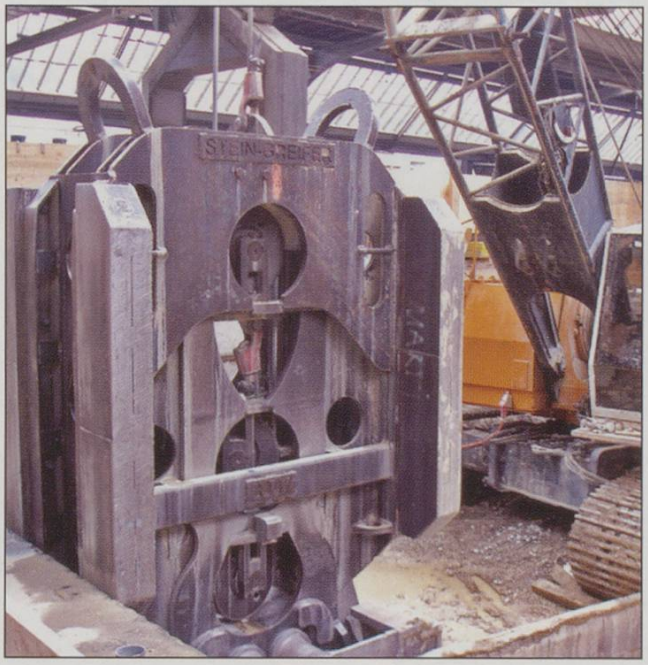
station has to lie quite deep underground, hence the 30m deep excavations. As far as the station itself is concerned, new research on passenger flows will be taken into account. For a start, it will have very wide platforms, much wider than the old Hauptbahnhof. Up-to-date real time information systems will be installed. It is realised that a minute saved in passenger connecting times only costs a fraction of the cost of faster trains. Excavation is expected to be finished by the end of 2011 and trains should be running by the timetable change in December 2013.



Excavation of the very narrow, 30 metre deep slits for the concrete walls is done by these special grippers.

SUPERPOWER INTER-REGIO!

Urs Berger

High Performance Inter-Regio. In today's rail traffic every minute counts! To keep delays in hand, could the SBB be testing high performance IRs? I found this one on the 8th May in Basel.

Normally these IR trains run with a Class 460, or with one Re4/4^{II}, so what was going on was not obvious. Indeed, the Re4/4^{II}s (which are now getting a little older - up to 45 years) are gradually slipping out of the top jobs. You will still see them on the Gotthard on the 'made-up' trains every hour, because of the need to offset the missing Pendolini, but rostered jobs in main line service are relatively few. They work extensively in freight service, often in pairs or with a Re 6/6, and are frequently found on branch lines, especially in the west, where however the Flirts and Domino (reconditioned NPZ) are also threatening them. Withdrawals have started. If you like these locos come to Switzerland soon.