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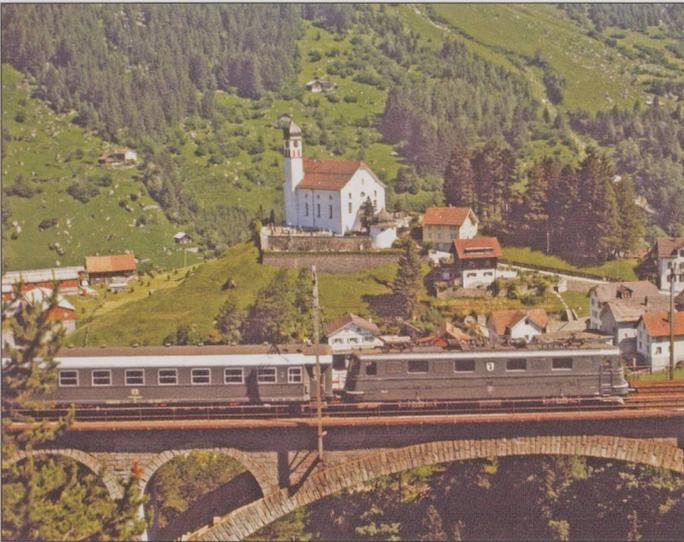
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ABOVE: After detaching the assisting loco, the freight goes forward with its pair of Ae 4/6 locos, Nos.10808 + 10811, according to my notes of the time.

BELOW: No.11410 'Basel Stadt' on a northbound International express on the Middle Meienreuss bridge, with Wassen church behind.



ABOVE: No.11422 'Vaud', at the head of an express from Italy, curves into the Gotthard tunnel at Airolo in the summer of 1967.

BELOW: A northbound freight has arrived at Airolo and is about to detach the Ae 6/6 which has been the assisting loco on the climb from Bellinzona.



BLS Ae6/8s on the Gotthard

Were you there? Bryan Stone makes an appeal to older members.

The first-class railway historical magazine *Semaphore* has in its Summer 2014 edition an article about a few days on the Gotthard line in August/September 1958. Members will be well aware that in high summer in the mountains, thunderstorms occur often and fiercely. In late August 1958 one hit the Simplon line between Iselle – Domodossola, closing it for a period and causing the heavy BLS summer traffic to be diverted over the Gotthard. This had happened previously, but the traffic and motive power situation then on SBB demanded help, so on August 21st two Ae6/88, along with 6 BLS drivers, were transferred to Erstfeld Depot. On August 28th a further three engines with 9 drivers joined them. All five locos ran in regular diagrams under special instructions and load conditions in the thick of the summer timetable, with SBB pilotmen at first accompanying the

BLS men. Judging by SBB working notices, and the dates of the few pictures available, the diversions lasted at least 17 days, with the engines running between Zürich/Luzern and Chiasso. Few photographs are available, although there are some very good ones to go with the article. This prompts my question above. As this would have been a typical time for British visitors to visit Switzerland, do any of our members have any pictures of the BLS Ae6/8 locomotives on the Gotthard, or its approach routes, during that period? They may be historically significant. If you can help please contact me on stone@eye.ch or through the Editor. 

Editor's Note: Semaphore appears, in German, four times a year, with well-researched articles and the highest standards of reproduction of historical material. Subscription outside Switzerland costs €82. www.semaphor.ch.