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EDITORS NOTEPAD

M.O.B. and B.L.S. A full market research is being carried out on the possible passenger demand for the through metregauge link from Zweissimen to Interlaken Öst. This would allow the MOB to run stock direct from Montreux to Luzern via Interlaken and vice versa. As the SBB Brünig is fitted with Riggenbach rack rails the stock would have to be so fitted. Motive power for the section from Zweisimmen to Interlaken would have to be an Re4/4 from the BLS, as the MOB units are fitted for 850 volts DC operation instead of the 15 Kv of the BLS/SBB. Estimated demand is 120,000 passengers per year and the project cost is estimated at SFr4.3 million.

SBB. The seven ex DB diesel hydraulic locos type V200 have been refurbished, partly by the Regentalbahn Werkstätte in Viechtach and partly by the SBB Hauptwerkstätte Biel. The locos have been classified as SBB type Am4/4. DB V200 numbered 220 013, 14, 15, 16, 17, 53 and 77 become SBB Am4/4 locos numbered 18461, 62, 63, 64, 65, 66 and 67 respectively. These locomotives were familiar sights in the 1960's on such trains as the TEE Rheingold and Rembrandt between Arnhem and Oberhausen before the line was electrified. The SBB Am4/4 which measures 18.47 metres has a service weight of 82 tonnes. The loco is powered by two Maybach "V" style 12 cylinder MD650 diesel engines, which drive the Voith hydraulic transmission units. A top speed in service of 140 Kmph is specified.

On Tuesday 20th October 1987, the S.B.B. completed the repair work to the Gotthard main line, which was necessary after the devastation caused by the storms on the night of the 25/26 August. Normal traffic was resumed in just under two months, which is a very short time when one sees what was involved. (See items in SE issue 11 and 12). The final cost came to Swiss Francs 33.5 Million.

The 12 new locos of the type Re4/4VI which are being built as part of the re-organisation of the SBB for the Bahn 2000 service will be numbered 10700 to 10711. The electrical equipment is being supplied and fitted by BBC in conjunction with ASEA of Sweden. Power is shown as 6100 Kw, with a service weight of 80 tonnes and a top speed of 230 Kmph. The prototype units are due to go into service on the Geneva to St Gallen, and the Geneva to Brig/Domodossala Intercity/Eurocity trains.

The last of the Ae 3/6I locos, numbered 10620 was scrapped in July 87 after 63 years service, in which time it travelled over 4.25 million kilometres.

Orders have been placed for the supply of 30 type Apm and 40 type Bpm fully air conditioned coaches for the Eurocity train service. Seating will be 60 places in the first class and 77 places in the second class coach. Non smoking to smoking area ratio will be 3:2. The length of the coaches is 26.4 metres. Delivery is due to start in October 1989.

S.B.B. Brünig. Since the arrival of the new HGe4/4II's on this line the future of the HGe4/4I's has been rather cloudy. The problem is that the HGe4/4I has a low adhesion rail speed of 50 Kmph compared to the Deh4/6's 75 Kmph and the HGe4/4II's 100 Kmph. Discussions are being held concerning the possible detachment and or sale of the HGe4/4I locomotives number 1991 and 1992 to the B.A.M.

Bodensee Toggenburg-Bahn and the Sihital Zürich Uetliberg Bahn. Delivery of the 8 new Re4/4 locos for these two lines has been made. The locomotives were built by S.L.M. and fitted out by B.B.C. The body style is similar to the SBB Re4/4IV, but the cab has a single full width window. The top speed of the new loco is 130 Kmph, the service weight is 68 tonnes, and the length is 16.6 metres. Power collection is via a single

BBC type pantograph feeding the three phase asynchronous motors via a thyristor control system. The locos are wired for multiple working and for Pendlezug operation, and have a computer system, with built in diagnostic capabilities, for the control of the loco and power regulation. Loco numbers are for the BT, Nos 91 - 96 inclusive, and for the SZU are Nos 46 and 47. With a maximum continuous power rating of 3200 Kw the locos are able to maintain speeds of 60 Kmph with a trailing load of approximately 550 tonnes over the 2.6% gradients found on both the BT and SZU, and 60 Kmph with a 250 tonnes trailing load on the 5.0% gradient of the SZU.

S.O.B. Treibwagen De4/4 number 22 has completed its overhaul carried out by the Bönigen works of the B.L.S. and is back in service in the new all red colours.

R.B.S. A new style Treibwagen BRe4/4 No 1, "Das Neu Pendler Pintli" was put into service on this line. In fact it is a rebuild of the BDe 4/4 number 1. The conversion into a 44 seat restaurant motorcoach, which is capable of maintaining a maximum speed of 75 Kmph was carried out by the main workshops at Solothurn. The coach will be part of the normal train service, but can also run solo when it will be made available for company hire during the evenings or at weekends.

B.V.Z. An order was placed with SLM in October 1987 for 5 locomotives of the type HG34/4II. These locos will be manufactured to the same specification as those for the Furka Oberalp. They will be able to haul trailing loads of 120 tons over the 12.5% gradients of the Visp to Zermatt line. Delivery is shown as the middle of 1990.

RhB. Plans are being drawn up for the construction of a 2 Km tunnel under Chur Mittenberg to connect the west side of the Chur Hbf with the line to Arosa. This would allow the closure of the Bahnhofplatz for the Chur to Arosa service. As this line is powered at a level of 2.4 Kv DC, a major conversion is required to bring it into line with the rest of the RhB which is powered at 11 Kv single phase at 16.66 Hz. Estimated cost of the project is SFr 130 million.