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**BVZ.** HGe4/4 locomotive No. 16 has been fitted with remote control equipment for operation from the coach type Bt Nos. 2241/2 to be used in a Pendelzug formation on the Täsche to Zermatt service.

**BT.** Crests are to be fitted to the 16 modern vehicles in the fleet.

**R.B.S.** The loco type Be4/4 will be overhauled and preserved, but it is quite likely that the triebwagen BDe4/4 No. 35 and driving trailers Bt 231-233 and 237 will be scrapped. Coaches Nos. 331-336 are also likely to be scrapped.

**S.G.A.** A new idea was put into operation on this line on the 12th March, as coach ABi No. 53 was returned to service as a mobile library.

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## SBB TWO-WAY RADIO FOR TRAINS

By P. Rigby

This year sees the start of the first trial section of a new two-way voice communication system enabling train drivers to keep in constant touch with their traffic control centres.

It is part of a new nation-wide control plan being implemented to cope with future traffic requirements. The system will be based on 5 operational control centres in Zürich, Lucerne, Lausanne, Biel and Bellinzona, with about 40 remote control centres at major railway junctions.

It is hoped to complete the full east-west axis St. Gallen - Geneva during 1989, with the entire SBB network covered by 1993.

The initial plan is to provide constant voice communications for train drivers. However, the system will also handle digitally encoded data and eventually serve the coming public railway communications service.

It will operate on the internationally agreed radio band of 457 to 458 MHz. This will enable SBB locomotives to be reached outside the country and foreign locos when they are inside Switzerland.

The radio system will involve some 400 radio base stations spaced at 5 to 8km intervals along 2117km of track. Tunnels present a special problem since they shield the train from radio signals. This will be overcome by fifty special tunnel antenna systems, ensuring no break in communications. Each radio base station is linked via a cable system to the control centres.

The system is being supplied by Brown Boveri, with the mobile radio sets from Autophone AG.

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