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Publications consulted

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

Comparisons

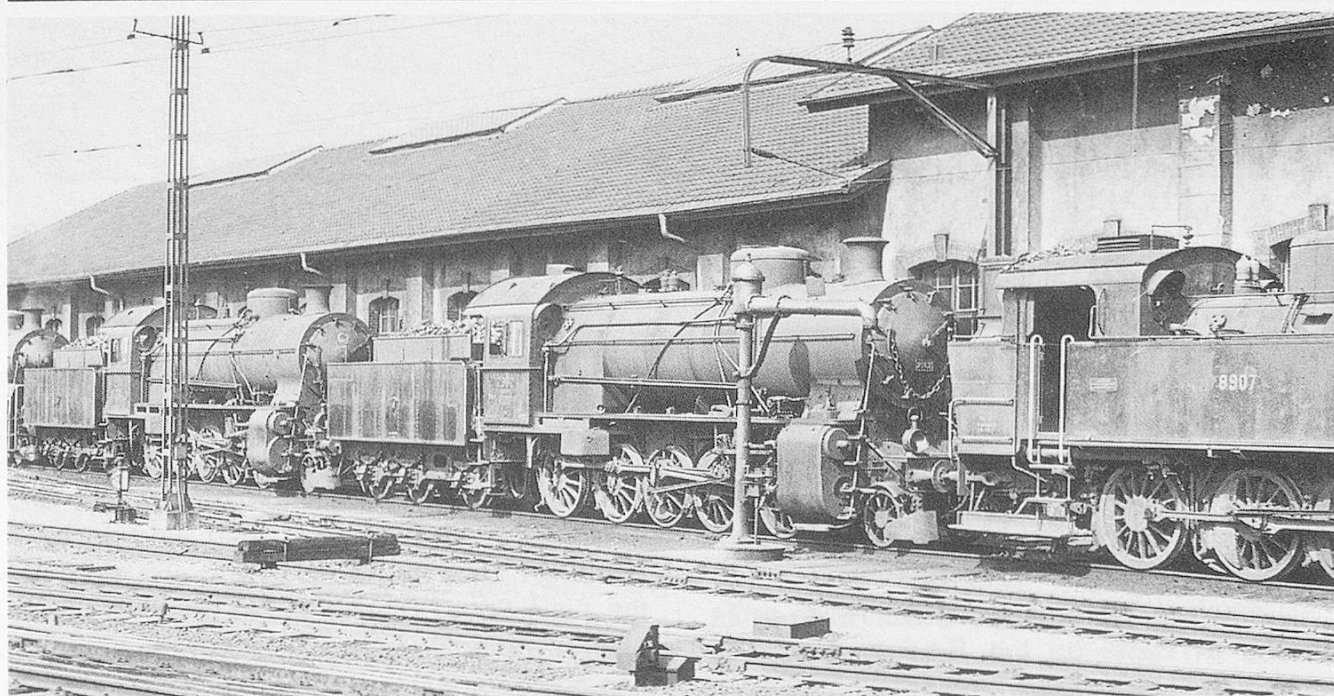
To provide a better idea of the sheer size of this project, the Channel Tunnel, which is of virtually the same length as the projected Gotthard base tunnel, is only 100 m deep at its lowest point. The size of the exploratory bore can be best gauged when one realises that a standard 12ft diameter LUL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

Withdrawn

Te¹ 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

New

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Withdrawn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
Withdrawn
Ae4/7 10907/29/35/57/61 11023
BDe4/41637/44
HGe4/4¹ 1991 (Brünig)
Tm^{II} 727