

New locomotive for the Swiss railways

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New Locomotive for the Swiss Railways

The Swiss Locomotive and Machine Works (SLM), at Winterthur (Zurich—Switzerland) are at present building 45 type Re 6/6 electric locomotives for the Swiss Federal Railways. The development of SLM, which was founded in 1871, closely followed that of the Swiss railways; in spite of a certain diversification, the construction of locomotives remains the firm's biggest production sector. Apart from the 45 Re 6/6's, one of which will be the 5,000th railway vehicle to be built by SLM, this firm is at present manufacturing 20 Diesel-hydraulic shunting engines for the Swiss Federal Railways, 2 double self-propelling rack railcars for the Manitou and Pike's Park mountain railways in Colorado Springs, USA, as well as rack bogie trucks for the Brigue-Zermatt line. The locomotives of the new Re 6/6 series, whose electrical parts will be provided by the Brown Boveri works at Oerlikon, will help satisfy the increased demand resulting from the growing transport capacity of Switzerland's mountain railways; they will be able to climb the 27 per cent gradients of the St. Gotthard and take curves at a speed of 50 m.p.h. with a load of 800 tons; even the heaviest trains will therefore be able to run on mountain lines without requiring the use of a second locomotive. The increase in the load drawn and in the speed curves are not the only advantages of this new equipment; considerable improvements have also been achieved with regard to wear on tracks. On the curves of the St. Gotthard, the rails are submitted to very heavy wear: as a result of scientific research, the Re 6/6 has been built in such a way that the degree of wear at critical points is only half that caused by the earlier Ae 6/6 locomotive. In addition, the life of the equipment and engines of locomotives in this new series amounts to as much as 40 to 50 years.—(SODT).

New Success in- Swiss Sports Timing

The organisers of the World Cycling Championships recently held in Liege called once again, like their predecessors, on the Swiss watch firm of Longines (St. Imier—Berne) for the timing of their championships. It was an anniversary and at the same time a record for the St. Imier firm, which thus for the 20th year timed the World Championships of the International Cycling Union. Once again, the specialists of the Longines Timing Team introduced an innovation by placing at the disposal of the organisers and the public a huge electronic complex with display panel and automatic calculation of the results. For ten days, ten technicians operated a set of instruments valued at some one million Swiss francs, to time events to the nearest thousandth of a second and display the results for the benefit of competitors and the public in the stadium, as well as for the millions of TV viewers by direct superimposition of the times. Here too, use was made of the now traditional Video-Longines, a display unit recording 100 images a second. Within the framework of "Swiss Timing", Longines will be the official timekeeper for the 1976 Olympic Games in Innsbruck and Montreal.—(SODT)