

55 new letter mail wagons for Swiss Post

Ever more red tape and the increasing complexity of regulations have prompted Swiss Post to outsource its entire railway wagon fleet. As of 1 January 2016, the company will therefore no longer possess any such wagons of its own.

Two-axle wagons to be phased out

The letter mail wagon fleet will be restructured as of early 2016. The 43 remaining two-axle wagons of series 50 85 00-33 251 – 290 (built in 1968) and 50 85 00-33 351 – 395 (built in 1984/1985)¹ will be withdrawn from service. The series Z 50 “Jumbo” four-axle wagons 85 00-73 571 – 580 and 581 – 590 which went into service in 1988 and 1991 respectively will remain in operation but are to be sold to the rolling stock leasing company Wascosa and then leased back. Wascosa has newly purchased 55 new four-axle sliding-wall wagons of type Habbiillnss from Waggonbau Niesky in Germany for leasing to Swiss Post on a long-term basis. These are numbered 33 85 2891 001 – 055.

The new letter mail wagons have standard freight wagon bogies, so are not equipped with either disc brakes or ep brake control system, nor are they particularly track-friendly. As a consequence, Swiss Post will have to accept higher track access prices and may occasionally miss out on being allotted good, fast train paths for its largely homogeneous trains in future as well. However, Waggonbau Niesky would have had very much better bogies of type DRRS 25LD designed for 160 km/h in its product range on offer.

Since 1999, Swiss Post has been using wagons with disc brakes for parcel transports. These comprise 253 two-axle wagons of type Lgnss (43 68 443 3 000 – 252) on long-term lease from AAE (Ahaus – Alstätter Eisenbahn AG). In addition, it also rents six-axle container wagons of type Sggmrss 104 from AAE.

The letter mail network

Swiss Post is one of the few postal service providers in the whole of Europe that trans-



The first new letter mail wagon on the manufacturer's site in Niesky (photo: Keystone).

ports letters and parcels by rail. The railway is used exclusively for domestic mail traffic. The logistics for parcels and letters are completely separate, with each division generally deploying its own trains. An average of 52 parcel and 15 letter mail trains are in operation each day. In principle, all letters are delivered to one of the four letter centres Eclépens, Härkingen, Zürich-Mülligen or Cadenazzo where preliminary sorting is carried out. Because of the major investment in these centres, the use of the railway is regarded as assured in the long-term.

The dedicated letter mail trains are shown in the table. The listed services are not paired in every case because letter wagon groups are also transported with parcel post trains or SBB Cargo freight trains. Most train paths are intended for a maximum speed of 120 km/h; some night trains, especially on the east – west axis, operate at 140 km/h. With effect from 1 January 2016, only the “Jumbo” four-axle wagons will be deployed for trains serving the canton of Valais. These have

Technical data of Habbiillnss wagon

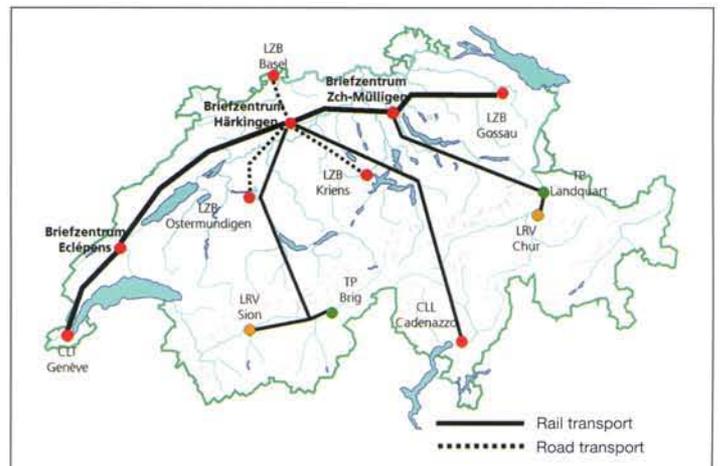
Unladen weight	26.5 t
Length over buffers	23 264 mm
Outer wheelbase	19 524 mm
Wheelsets	BA 004
Wheel diameter	920 mm
Permissible axle load	225 t
Brake	KE-GP-A (K)
Brake blocks	J816M (K-block)
Bogies	Y25 Ls-1
Load limits 100 km/h	C 55.5 t, D 63.5 t
Load limits 120 km/h	53.5 t
Loading area	22 000 x 2840 mm, 62.4 m ²
Loading level (TOR)	1200 mm

passenger coach bogies identical in design to those of Class EW IV standard coaches and are approved for 160 km/h. (lüt)

Letter mail trains in 2015

50903 Mo	ZH Mülligen (2.46)	Chur (4.21)
50905 Di-Sa	ZH Mülligen (3.00)	Chur (4.31)
50909 Sa	Härkingen (2.02)	Brig (4.28)
50910 Mo	ZH Mülligen (8.47)	Genève (13.51)
50911 Mo-Fr	Härkingen (2.02)	Sion (5.33)
50912 Di-Fr	ZH Mülligen (10.40)	Genève (14.50)
50913 Mo	Eclépens (7.35)	Gossau SG (13.35)
50915 Di-Fr	Eclépens (9.19)	Gossau SG (13.36)
50919 Mo	Härkingen (10.45)	Cadenazzo (14.20)
50920 Mo-Fr	Gossau SG (14.06)	ZH Mülligen (16.02)
50921 Di-Fr	Härkingen (11.45)	Cadenazzo (15.09)
50924 Sa	Chur (16.43)	ZH Mülligen (22.15)
50926 Sa	Brig (18.08)	Härkingen (21.17)
50936 Mo-Fr	Chur (19.22)	ZH Mülligen (20.56)
50937 Mo-Fr	Härkingen (21.45)	ZH Mülligen (22.44)
50938 Mo-Fr	Sion (18.35)	Härkingen (22.44)
50939 Sa	Genève (18.10)	Eclépens (19.02)
50940 Mo-Fr	ZH Mülligen (21.41)	Genève (1.12)
50941 Mo-Fr	Eclépens (20.58)	Gossau SG (1.23)
50943 So	Eclépens (21.35)	Gossau SG (1.49)
50944 So	ZH Mülligen (22.16)	Genève (1.56)
50945 Mo-Fr	Genève (20.08)	ZH Mülligen (1.30)
50946 Mo-Fr	Gossau SG (20.00)	Genève (2.52)

Letter mail trains are currently deployed on these routes (drawing: Swiss Post).



¹ Two axle wagons still in operation: 253, 254, 255, 256, 258, 263, 264, 266, 267, 269, 270, 271, 272, 273, 274, 275, 276, 278, 280, 282, 284, 285, 286, 287, 288, 289, 290; 358, 360, 366, 367, 369, 370, 373, 376, 377, 380, 382, 384, 385, 387, 389, 390.