

Dear Sir

The CHF 720'000'000 include rail, fittings and rolling stock (2 vehicle shuttle without locomotives). That price include the cost of the Zugwald-tunnel.

There is no need for ventilation tunnels for the 19km of the tunnel. All trains are electrificated. Because of climatic conditions (connection of 2 mountain valleys, tunnel overlay 1700 m) is a natural draft of air.

Yours faithfully

Thomas Rüdiger

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>>> "Svargo Freitag" <[management@didjshop.com](mailto:management@didjshop.com)> 19.01.2006 22:13:35 >>>  
Dear Thomas,

Thank you very much for your reply, this is very helpful for us.  
Please excuse me for adding a clarifying question:  
Does the CHF 720'000'000 include rail, fittings and rolling stock (if yes how much)? If not, have you got any pricing for those items?  
Also does that price include the cost of the Zugwald-tunnel or not?  
The other question which came up is whether there is any need for ventilation tunnels and if yes how many for the 19km of the tunnel?

Thank you very, very much for your help. We cannot stress enough how useful this information is for us.

Greetings from Down Under  
Yours sincerely

Svargo Freitag  
Manager  
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----- Original Message -----

From: "Thomas Ruediger" <[T.Ruediger@rhb.ch](mailto:T.Ruediger@rhb.ch)>  
To: "Svargo Freitag" <[management@didjshop.com](mailto:management@didjshop.com)>  
Sent: Friday, January 20, 2006 2:27 AM  
Subject: Antw: Spam: Vereina tunnel

> Dear Sir

>

> The line of Vereina has 2 tunnels: the Vereina-tunnel (19,0 km long) and  
> the Zugwald-tunnel (2,1 km long). The line of Vereina would cost CHF  
> 720'000'000 (Swiss Francs) on current price base. The line is narrow gauge  
> (1000 mm) and electrificated with 11'000 V 16.7 Hz.

>

> The Zugwald-tunnel has a gradient of 4 % over the whole tunnel length, the  
> Vereinatunnel a gradient of 1.5 % and 0,5 %. The vehicle shuttle runs only  
> by the Vereina-tunnel, max. speed 100 km/h. Only travel and goods trains  
> drive by the Zugwald-tunnel upward max. speed 85 km/h and downward max.  
> speed 55 km/h. The old line before the Zugwald-tunnel has a gradient of  
> 4.3 % on 11 km. The vehicle shuttle is too heavy to use the the  
> Zugwald-tunnel.

>

> Yours faithfully

>

> Thomas Rüdiger

>

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>>>> "Svargo Freitag" <[management@didjshop.com](mailto:management@didjshop.com)> 16.01.2006 09:29:13 >>>

> Dear Sir/Madam,

>

> We are a local interest group advocating a rail tunnel with vehicle

> shuttle

> instead of a new road through world heritage area. We are looking at

> getting

> a rough idea of costs.

> Since the Vereina tunnel is of similar size, we would very much appreciate

> if you could please tell us its construction cost.

>

> We note that a section of the track has a 4% gradient. Could you please

> also

> let us know how long that steep section is and what train speed can be

> achieved on that section in comparison to the rest of the line.

> Thank You

>

> Yours faithfully

>

>

> Svargo Freitag

> Manager

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