Special Stamps
Centenary of Swiss Railways (SBB)

IC 2000 InterCity double-deck coach   Photo © SBB A. D. Boillat

RABDe 500 InterCity tilting train
Optimizing connections under the "Railway 2000" concept meant achieving times of less than 60, 90 or 120 minutes between hub stations. Infrastructure developments out of all proportion to the benefits would have been necessary to gain time at the base of the Jura mountain range. However, the bogies of ICN tilting trains are built to be able to lean into curves by up to 8° without giving passengers the unpleasant sensation of being subject to centrifugal force. The 24 innovative ICN tilting trains are also intended as envoys for Expo.02, and sport its slogan "permettre le futur" (enabling the future) on their journey from the Region of the Three Lakes to St. Gall and to Lake Geneva. The 7-wagon sets are 189 metres long, provide seating for 451 passengers (125 in 1st class compartments) and a restaurant to seat 23. They can travel at speeds of up to 200 km/h, have a power rating of 5.1 MW (6935 HP) and usually operate in units of two.

Stamps to mark the SBB's centenary

Swiss Post is commemorating this major birthday with a new set of four special stamps, each of them illustrating one of the SBB's latest vehicles against a different-coloured background with a stylized section of track. The motifs represent Swiss Railways' key business areas – long-distance traffic, regional traffic and freight traffic.

Railcar service on the Lucerne–Lenzburg Seetal Line
For much of the Seetal, Swiss Railways has to share the confined space available with road traffic: there are more than 300 railway crossings because of roads, with no buffer space for queuing vehicles. And because more and more wider vehicles are now permitted on the roads, the railway has had to cede the necessary space. Consequently, Swiss Railways decided to purchase railcars which are approximately 30 cm narrower than the old rolling stock. During 2002, its Centenary year, it is to take delivery of the first of 17 four-car sets with eight axes, each of them with seating for 128 passengers, 12 in 1st class, standing room for 118 and 11 folding seats. They are air conditioned and geared to walk-in entry from platforms with a height of 35 cm. The trains are just under 53 metres long, travel at speeds of up to 115km/h and have an engine capacity of 760 kW (1033 HP).

Two stamps are dedicated to long-distance traffic, one to the Expo.02 InterCity tilting train and one to the InterCity double-deck coach, both of which stand for implementation of the "Rail 2000" service concept. Since 10 June 2001, they have been plying between Zurich and Lausanne in comparable times. While the double-deck coach caters for the heavy demand for services between Zurich and Berne, the tilting train makes up the quarter of an hour needed to reach Zurich and Lausanne on time for other connections. The stamp starring the Seetal Line railcar will be out almost at the same time as the first vehicle of this kind. The fourth motif – the "Rail 2000" universal locomotive, the red

Re 460 with the SBB logo – represents freight traffic. Its heavy-duty capacity is particularly necessary in transit through the Gotthard Tunnel where up to three engines per train are used, two for traction and a remote-controlled one at the rear.

By reducing the stamp motifs to individual vehicles, the artist reflects how most people think of railways. But that should not blind us to the fact that railway vehicles are just a means to an end – the transport of passengers and goods. The elegant line of track in the background may be seen as an indication of

how railways make ideal use of physics when it comes to friction and mobility for transport purposes, with steel wheels on steel rails. No other land-based means of transport achieves similar performance with comparable energy consumption in the same space.

Just as the railway system guarantees connections, stamps ensure the safe arrival of postal items. On the one hand, they confirm the conclusion of a transportation contract between the Post and its customers, and on the other, they are the most aesthetic, varied and colourful

InterCity 2000 double-deck trains
Because InterCity station platforms could not be further extended, Swiss Railways opted for a second level of seating in its quest for additional space. Its fleet of "Rail 2000" InterCity double-deck coaches and engines numbers 350. Double-deck coaches can only be combined with regular-height engines to a limited extent. The control cars (cab for remote control) are continuously being equipped with child-friendly play areas. The 1st-class cars with baggage compartment are equipped with a lift, to bring up the minibar, and with fold-up seats, to accommodate passengers travelling in wheelchairs. Second-class double-deck coaches contain 126 seats, compared with 86 in 1st-class coaches, making for 40% more capacity with the same length of train.

Passengers in an IC 2000   Photo © SBB A. D. Boillat

Re 460 heavy-duty locomotive
The 119 Re 460 locomotives purchased between 1990 and 1994, with their top speed of 230 km/h, 6.1 MW or 8300 HP and characteristic Pininfarina lines, are still among the fastest, most powerful and most elegant locomotives in the railway world. They are equipped for remote control, so can pull or push InterCity trains. At terminus stations, this helps to save time, obviating the need for shunting operations and permitting more intensive use of the locomotive pool. Individual locomotives can be remote-controlled by wireless. This means they can push heavy freight trains through the Gotthard Tunnel, a procedure which makes it possible to transport higher tonnage with fewer trains.

form of receipt of payment for this service, making them value for money in every sense! So it is highly appropriate for Swiss Post to congratulate, thank and pay tribute in stamp form to the federal "sister" that is 53 years its junior.
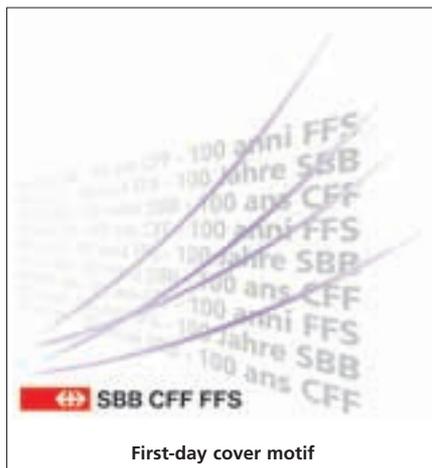
First-day cover motif

Sales:	from 12.3.2002
	while stocks last
Post offices and philatelic salespoints:	until 28.2.2003
Pre-release:	from 5.3.2002
Validity:	unlimited from 12.3.2002
Unstamped covers are available for CHF 0.80 each at all philatelic salespoints from 26.2.2002.	
Printing:	multi-coloured rotogravure; Joh. Enschedé, Haarlem (NL)
Size:	33 × 28.5 mm
Cylinder circumference:	6 sheets of 20 stamps
Paper:	white stamp paper, mat gummed
Perforation:	13¼:13½ mm
First-day cancellation:	
Designer:	Beat Kehrli, Hasliberg Hohfluh, Canton Berne
Author:	Hans G. Wägli, 3308 Grafenried