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Andreas Jenny and family pose, in period costume, in front of RhB Ge4/6 353 at Disentis, June 93

## 80 Years Stolzenfels Faszination RhB

by Andy Nelson

I was privileged to attend, together with some 80 other railway enthusiasts, the latest RhB adventure of Andreas Jenny at the Hotel Stolzenfels, Davos, in June of this year. This particular trip was a one off, although as members will be aware from his advertisements, he offers a number of railway weeks, including one modelling week, throughout the year.

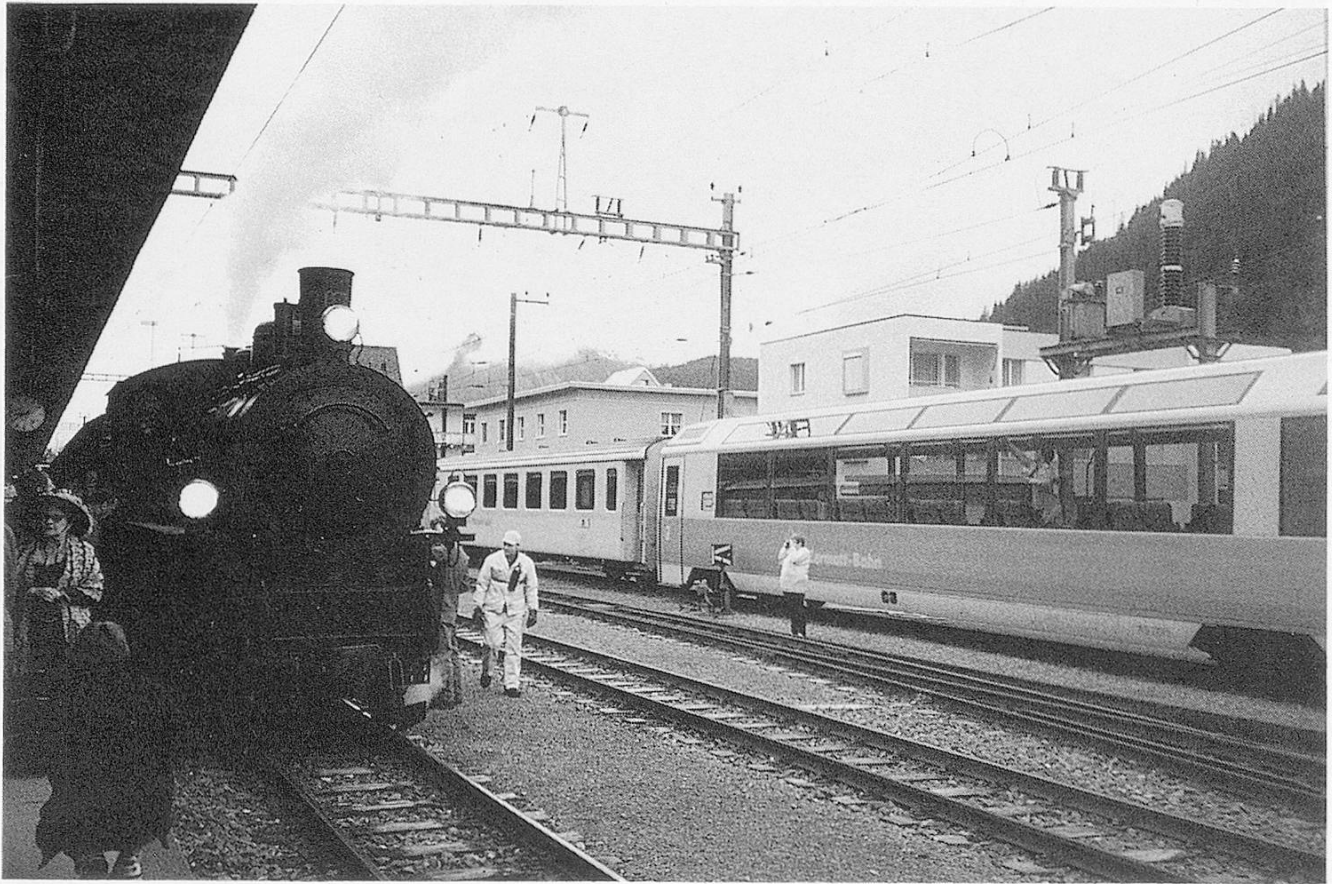
I reached the hotel late on Thursday evening, having travelled from Interlaken via Luzern. The trip began on the Friday morning with a ten o'clock start aboard a service train from Davos Dorf to Landquart in reserved coaches, with time for an early lunch before watching operations around the station. On our return to Davos Dorf a surprise awaited us, Andreas and his family were in period costume and posed for photographs in front of the old rod coupled electric loco Ge4/6 No.353. This headed a train consisting of three Aussichtswagen, a bogie balcony end coach in green and two restored 2-axle coaches. We travelled to

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Disentis, using the passing loops extensively to pass the many service trains. At each stop the driver got down and went round the massive side rods, checking the lubrication.

We had two photo stops, one in the Rhine Gorge, the other further along the line at the Val Russein viaduct. We arrived at Disentis in brilliant sunshine and, after the final photographs had been taken the train returned empty to Landquart. We then boarded a rake of Speisewagen; I travelled in old WR 3812, and returned to Davos in style and comfort attached to a service train, enjoying an excellent dinner on the way back.

On Saturday we woke to find about an inch of snow spread over the ground. We travelled by coach over the Flüela Pass to Susch and then on to Scuol station. There we invaded the booking office to browse through the RhB souvenirs before boarding a rake of three salonwagen, beautifully restored with high-backed Victorian style chairs. Our coaches



Old and new at Davos Platz; RhB G4/5 107 and FO first class panoramic coach.

were coupled to a service train for St.Moritz; en route we were served with wine and nibbles at our seats. There was an opportunity to see progress on the new tunnel en route.

On arrival at St.Moritz it was time once more to invade the booking office for more tempting RhB souvenirs; the company produces a tempting array of goodies. We had some four hours to spend in St.Moritz, I ambled into town to find lunch and after a pleasant stroll around the lake, returned to the station to watch operations. Some enterprising members of the group took the opportunity to travel to Alp Grüm, others traversed the triangle St.Moritz - Samedan - Pontresina - St.Moritz.

We returned in our Salonwagen via the Albula tunnel and the Preda - Bergün spirals to Filisur where we were uncoupled from the service train and attached to the rear of the Filisur - Davos Pendelzug. En route we passed at Davos Glaris a *Baby Krok* with its front decked in flowers hauling two further Salonwagen; a wedding special.

On Sunday came the highlight of the weekend's activities, with a 9 o'clock start at Davos Platz. The column of smoke at the

station said it all, there she was, G4/5 No.107 in all her glory, having been brought up by an electric locomotive from Landquart that morning. She had taken several hours to raise steam and now stood, resplendent and gleaming, hissing quietly at the head of a rake of three balcony end coaches together with a 2 axle baggage van. This was used as a buffet throughout the day and contained a surprise for later on in the journey. Liquid drinks took on a new meaning aboard a long rigid-wheelbase van, lurching erratically along the track.

With a blast from the whistle and a loud hiss of steam, we set off towards Filisur. At Wiesen station we pulled into the station loop to let the Davos Pendelzug pass, then ran over the magnificent Wiesen viaduct where we stopped for a photo opportunity. We took a short walk through the trees to a special viewing area; only the Swiss would have such an area clear of trees with a stout fence to prevent any over enthusiastic photographer from taking a short cut of several hundred feet down to the riverbed.

After an interminable wait, the train finally reversed over the viaduct; a shower of rain had



RhB G4/5 No107 on Wiesen Viaduct; Davos - Filisur line, June 1993.

made the track slippery and it had been necessary to travel some distance down the line to get a good grip for the run back. We had a bonus shot of the Davos-Filisur Pendlezug, a splash of bright red against the lush green and grey backdrop. A blast from the whistle and No.107 crawled over the Wiesen viaduct, making plenty of smoke and steam to provide some splendid photos. We scrambled back onto the train and continued on to Filisur.

There 107 uncoupled and backed onto the turntable. Of the six volunteers who turned the engine, no less than four were British. We then had a short wait for service trains from Chur and St.Moritz, receiving a battery of surprised looks from the passengers, many of whom got into action with their cameras and camcorders.

With the line clear and the turned 107 at the head of the train, we set off towards Chur. The train crawled over the Landwasser viaduct, amidst much camera clicking. Just before Thusis there as another photo opportunity, with a ruined castle above a short tunnel as a backdrop. We then ambled sedately to Chur for lunch.

After a meal, we rejoined our train for the short run to Landquart, where we bade farewell to 107, with a final photo session. Our next engine was Ge6/6<sup>1</sup> No 414, the *Baby Krok* backed onto our train and we were off along the original stretch of the RhB with yet another photo stop at Kublis. We then ambled along to Klosters and into the station loop for the climax, the Tombola, as SFr 5 per ticket. The baggage van had several crates of Bemo rolling stock, these were the prizes, with the cream and green Salonwagen set as first prize. I came away with a bogie tanker; each prize had an extra, a Bemo ruler, pen or sticker. Most of the group seemed to have acquired at least one item, a grand finale to a very interesting and enjoyable weekend.

My thanks must go to Andreas Jenny, his family and helpers and the RhB for all the hard work they put into the celebration. The organisation was meticulous, the performance faultless. I wish them every success in their future ventures. Having also been on a standard Railway Week last year, I can thoroughly recommend them to all members.