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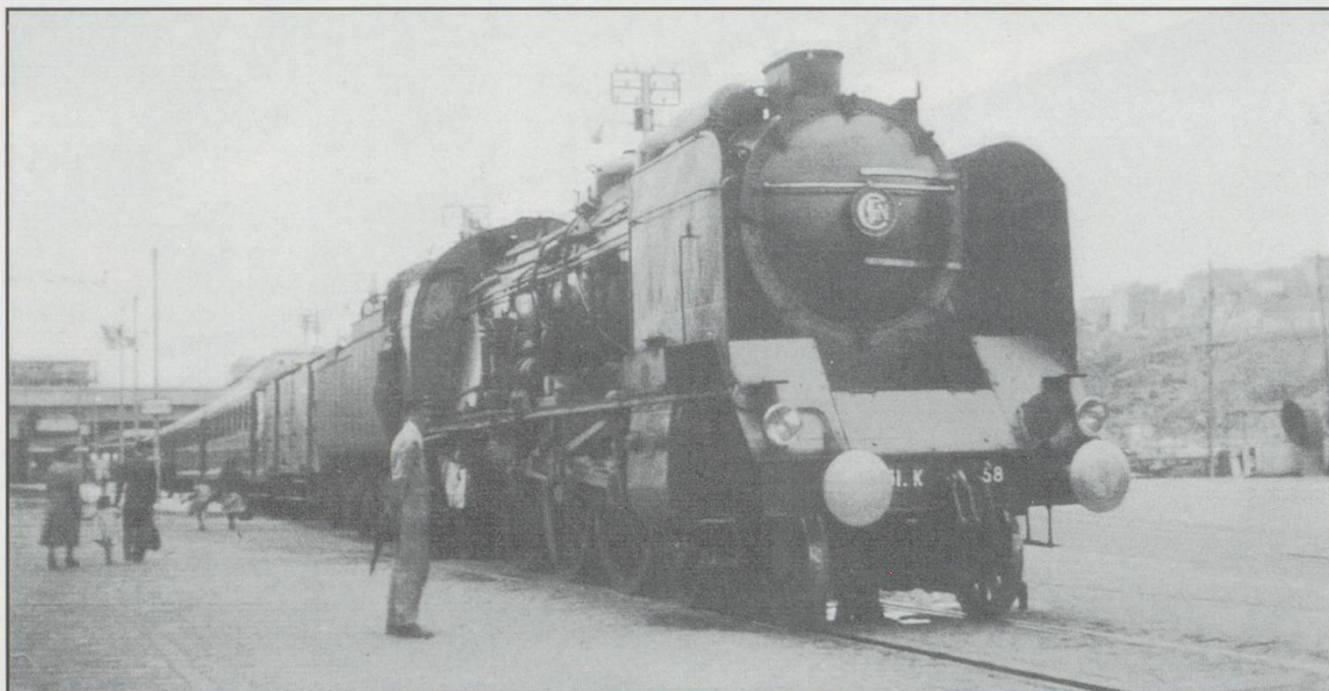
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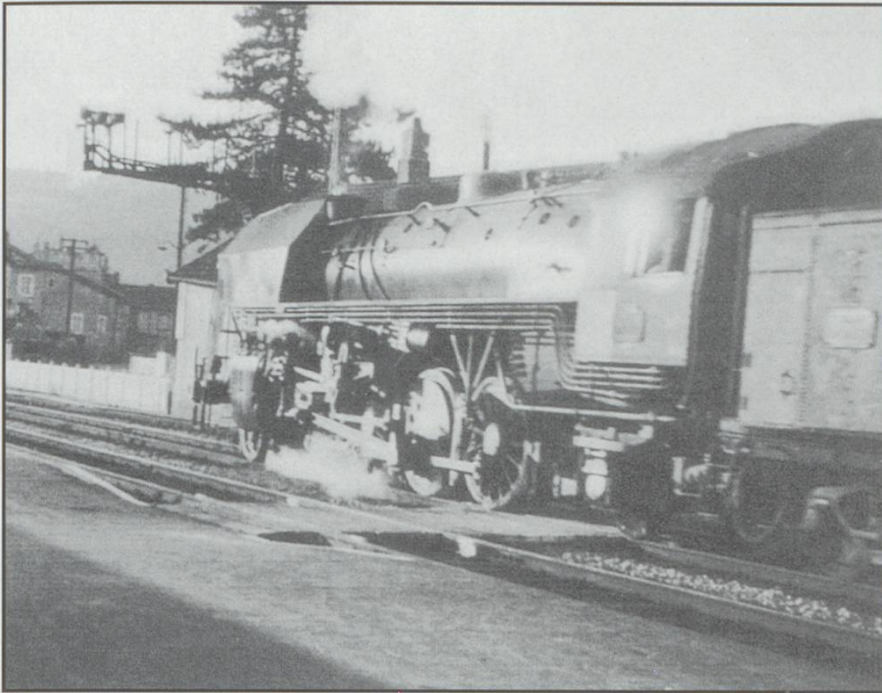


Yes I know that it's not Swiss, but hell what a picture. The boat train for Paris Nord waits at Boulogne Maritime under the charge of an ex PLM 23 IK pacific. July 1952. This and all other photos in the article by Peter Pengelley

Another Swiss holiday has come and gone much too quickly; this July staying at the Seeburg, Luzern. We had a number of new experiences this year. A lovely day on Titlis. The 'Rotair' cable car on the last stage to the summit is quite remarkable if you can manage to stand by a window as we did! It's the first in the world and there are only two others, one in Palm Springs, USA and the other at Cape Town, South Africa, all Swiss designed and built. We descended to Trübsee for a delightful walk around the lake. Here we managed to underestimate the time required, then lingered too long drinking coffee at the restaurant part way round and as a result missed the last 'gondel' back down which, surprisingly, left at 5.15p.m! However, we found the solitary employee locking up who kindly took us down to the next station by the old cable car, now used for goods and employees. Here we transferred to the old funicular, now largely devoid of seating, to complete our journey down. A lesson learnt - make sure of the departure time of the last car down and allow yourself a reasonable margin in catching it!

Another new experience was the new rotating restaurant on the Stanserhorn. We wisely booked through to the summit from Luzern station, thus avoiding a long queue for tickets at Stans, and attached to our ticket was a tear-off section entitling each of us to 15 SFr worth of food at the restaurant! The old wooden cars on the funicular are lovely and take one back to our first visit to Switzerland in 1952.

In those times there was a currency restriction and so we booked right through from London Victoria to Jungfrauoch. We stayed at the Schweizerhof, Wengen, then a new family hotel. When we visited it again in 1991, we found that it had been converted into flats. We had a Ferien - Generalabonnement (3rd class) which cost 26 SFr and was available for seven consecutive weekdays but could not be used on Sunday. It covered a wide area of the Oberland including 2nd class on the Thunersee and Brienersee lake steamers. We used our Jungfrauoch ticket on the Sunday. We stopped at the two intermediate stations giving passengers the chance to enjoy the wonderful views from windows in the mountainside.



Pontarlier. The Paris-Geneva portion of a train is leaving

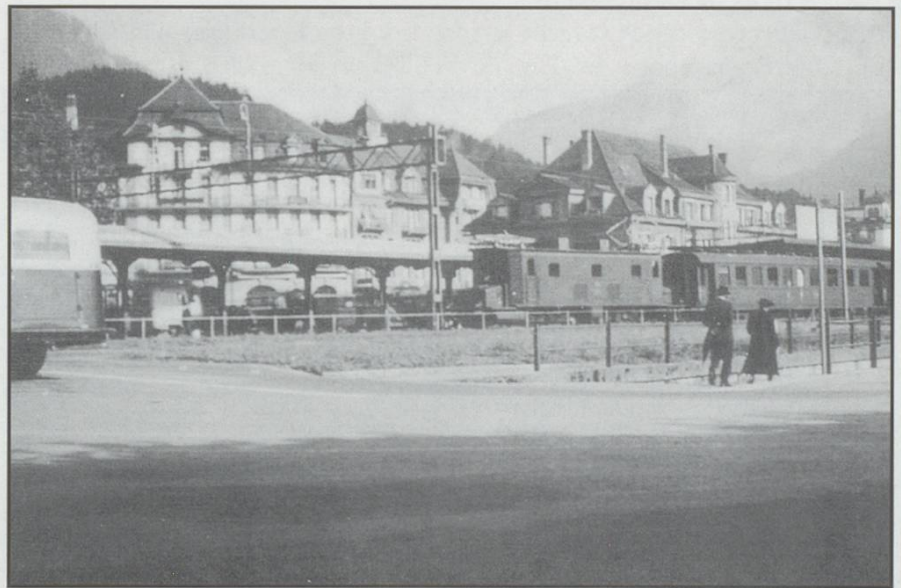
£1 note would give you 1,000 francs. Postage rates to the UK from Switzerland - postcards with up to five words of greeting 0.10 SFr, over five 0.25 SFr. Some of the pictures were taken in July 1952 with a Box Brownie. Not being so interested in railways at that time I missed many picture opportunities!

In 1991 we stayed at the Christine, Wilderswil, well sited across the road from the BOB/SBB station and Post Auto stop. We travelled on a Tuesday courtesy of Swiss Travel Service and so

Incidentally on our next trip to the summit in 1991 the train ran non-stop to the top from Eigergletscher. I digress, so back to 1952 when we got into conversation with an American lady who had crossed the Atlantic on the "Mauritania" - the days of universal transatlantic flight were yet to come. Speaking to a member of staff at the summit station he said that the railway was open all the year round but there was only one service daily in winter. His home was at Grindelwald and he told us that he did a six-month spell at the summit with one day down per week. Whilst on the observatory platform we could see the remains of a USA aircraft which had crashed on the N. Slopes between Jungfrauoch and Mönch, killing all eight occupants. It had been found impossible to recover their bodies and they remained entombed there in the ice. I wonder if subsequently, with the advent of helicopters, the bodies were eventually recovered.

The rate of exchange in 1952 was 1s 8d (about 7 or 8p) to the Swiss franc. In France a

sited across the road from the BOB/SBB station and Post Auto stop. We travelled on a Tuesday courtesy of Swiss Travel Service and so



A BLS train leaves Interlaken Hbf, now of course Interlaken West

were given free tickets from Wilderswil to Jungfrauoch, hence our second visit to the summit. Buildings at the summit in 1952 were of timber and I believe there was a disastrous fire which destroyed the original hotel on 21st October 1972. There was still a lot of construction work going on in 1991.

Referring to our recent Luzern holiday, I was given a loco model of the Type C 5/6 SBB freight loco for my birthday continued on pg.34



Two pictures by David Adams.

ABOVE: Ertfeld depot at night as seen from the Hotel Frohsinn. 5/7/1999

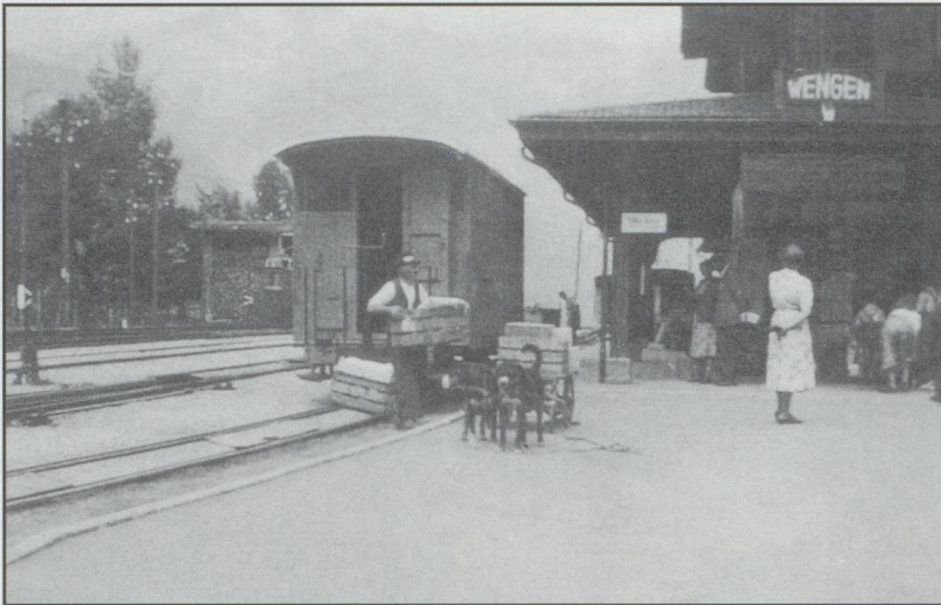
BELOW: Romanshorn. 460056 and an SOB driving trailer just arrived from Luzern on a Voralpen. 5/7/2000





Beat Feller, the MOB driver immortalised in the Alan Snowdon video, which is available from SRS Sales, took these pictures at Gunten on the north side of Thunersee. These wonderful trolleybuses used to swoosh up and down between Thun and Beatenbucht together with their Post trailers. Sadly no longer, the buses are now the more usual Mercedes and MANs. Beat took the photographs in August 1981. If anyone knows a little more about them perhaps they could write in for the next edition.





On the WAB at Wengen. A dog-drawn hotel luggage cart is being loaded.

continued from pg.34 in June. I spent a wet afternoon in the Transport Museum and enjoyed a half hour chat with an SBB driver who was demonstrating the controls etc. On the C 5/6's footplate. His English was non-existent and my German minimal but we managed to communicate very well, it was a great experience. The model, incidentally, runs beautifully.

We had a delightful cruise on the grand old lady of the lake the *Uri* and also on the flagship of the fleet *Stadt Luzern*. On the *Uri* we had an interesting conversation with some visitors from Chile on their first visit to Switzerland. It was most interesting as our granddaughter had been on the Raleigh International expedition to Chile earlier in the year of which Prince William was also a member. They were most impressed by Prince Willie as they called him! We also enjoyed steam on the Vitznau-Rigi. How laid back are the Swiss - I was able to spend a little time on the footplate at the summit station whilst the driver was chatting to a colleague some little distance away!

As a final note, Lord Hailsham (Quentin Hogg),

A WAB train nears Lauterbrunnen.

who died in October was a great lover of Switzerland. The Seeburg Hotel in Luzern was owned by the Hogg family for going on a hundred years and was only sold by them in 1997 to Alex Scharer Rundhard of Luzern whose son

Thomas manages the hotel. The history of the Seeburg Estate goes back to 1584. In 1624 it was given to the Jesuits who used it as a spinning mill and later it became a clinic for psychiatric patients. It first became a hotel in 1835 and was acquired by the Hoggs at the end of the Century. The hotel is well worth visiting to see the Panoramic Hall which seats up to 250 diners. It has a magnificent interior with ceiling paintings brought from the Ritz, London and the whole length of one wall has a mural by the Swiss mountain artist Ernest Hodel depicting the Bernese high mountains, Eiger, Mönch and Jungfrau with the Männlichen in the foreground. The Jesuitenhof courtyard bounded by the three oldest chalet style buildings is a reminder of the monks' occupation.

