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THE QUESTION IS

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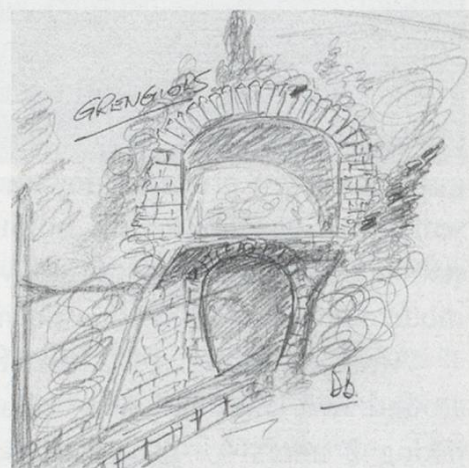
From: Mark Preston

I am appalled that I have only now got around to offering my penny's worth on this topic - I have been meaning to since the first mention, as it was a significant memory of a holiday I had in Luzern in 1973, aged nearly 15. We had taken the funicular (can't tell you whether this was a planned part of the day or a discovery) and enjoyed this fascinating layout and chatted to Herr Oswald, like many no doubt. My memory is that it was 1/10 scale; I was amazed at his doing all the maintenance on the wiring in the tunnels on a purpose built truck - but how else could it get done? Some of the tunnelling went under the house, I believe, as opposed to entering the building at floor level, so that was presumably just to accommodate the necessary curvatures of the plan.

Naturally to happen upon such a thing at that age was quite special. I was back in Luzern in 1982 and went to investigate the layout after visiting the Verkehrshaus. I may well have asked somewhere and found people unaware of any such feature. Sadly, the lake station of the funicular was closed up, with the car inside and signs of overgrowth. I can only suppose that Herr Oswald had dispatched his last train some time in the intervening years. One wonders what became of the locomotives, rolling stock, and all other equipment. At the very least, it must be in store somewhere.

From: David Baker

Whilst reading through my Furka Oberalp books I was again struck by the feature at the lower, Brig, end of the Grenchiols tunnel mouth. Why is there a double style tunnel portal built above the single tunnel portal? This appears to have been so at the original line opening! With Swiss engineering being so good, it surely isn't an early starting point! The realignment of the gradients and viaduct heights would have been inordinately high. Can anyone help?



From: Fred Ward

Swiss Express having just arrived everything else was dropped for a quick tantalising preview in which I noted the query on the BOB 60 cm. section.

At Burglauenen station water for the BOB hydroelectric power station is drawn from the Schwarz Lütschine. The intake is easily recognised by the sand and stone traps built alongside the weir to prevent dire results by such indigestible items reaching the pelton wheels in the generating station. The 60 cm. line follows the route of the pipeline along the hillside to a point directly above the power station from where the pipes go directly down the hillside into It. The line was originally built for the construction of the pipeline but was retained to assist in any maintenance or repair work and I believe it has only ever employed push power.

For the technically minded the engineers in the power station have a wonderful black museum collection of things that can go wrong, chiefly through natural causes, when sited in a narrow alpine valley. Unfortunately it is not open to the public but request to Jungfrau Group head office has been known to produce a permit to visit. However I would warn anybody tempted that it is fairly essential they will need to speak German.

I seem to remember, when in Innsbruck in the mid 60s, having had a vehicle on the Stubaital pointed out to me as being ex-STI but do not have instant access to my notes from that period. I must mount a search.