

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2008)
Heft: 94

Artikel: A president's portfolio
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DOI: <https://doi.org/10.5169/seals-854622>

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A PRESIDENT'S PORTFOLIO

In the late spring of 2007 I was fortunate enough to be able to spend almost two-weeks in Switzerland where I was able to take part in the AGM of the Schweizer Verband Eisenbahn Amateur (SVEA) prior to spending some time with my son Graham travelling around the country. This is an edited photographic record of some of the highlights of my trip. I hope that you enjoy seeing the images as much as I did taking them.



Having arrived in Switzerland the day before, staying at the traditional Gasthof Tiefenau at Worblaufen, the second day included a visit to the Thun Model Railway Club (Thun Eisenbahn Amateur) who were host to the 2007 AGM of the SVEA. Visitors could only be impressed by the "O" gauge layout started in 1964 with a useable space of 110 square meters. The double track main line, in the well disguised form of a figure of eight, is some 150 metres in length.

The next day I was invited to join a memorable trip from Interlaken Ost to Grindelwald in a vintage train of 3 coaches hauled by BOB HGe3/3 No.24 built by SLM/MFO/BBC in 1914 and updated in 1926. The weather was superb and the veteran rolled along in style at its permitted maximum of 40 kph, 15 kph on the rack. It is seen at Grindelwald in a siding awaiting its return to Interlaken Ost.





Day 4 saw a visit to Geneva to meet my son Graham off the plane and produced a scene in which the only SBB/CFF train in sight is an ICN - the rest are all SNCF!

Another brilliant day for weather saw a leisurely start to look at the RBS line to Worb Dorf, breaking our journey at Diesswil where, as the photo shows, the station building and goods shed remain intact. From Worb Dorf, Line 6 of the RBS (the erstwhile VBW) took us to its Bern terminus at Zytoglogge where, from the veranda of the Casino, one can drink wine and watch the trains go by.





Yet another brilliant day for weather boded well for the main objective of the day – the Rigi. The pleasant run from Bern, especially the section down the valley of the Kleine Emme, brought an arrival at Luzern in time for the 10:32 boat to Vitznau where Rigi Bahn Bhe 2/4 No.1 dating from 1937 was on the famous turntable. After lunch BDhe 4/4/21 of 1982 took us to the Kulm and our return to Bern was via Arth Goldau, Zug, Zürich Hbf. and the “new” line.

Not quite cloudless today as we set out on a fairly direct but tortuous journey to St Croix involving several changes of train: Murten, Payerne and Yverdon. Each stop provided useful photo opportunities, including this shot of TRAVYS Be2/6 No. 2000 (built in 2001) at Sainte Croix



This was a day of observing traffic on the Lötschberg line at Goppenstein, Ausserberg (and the restaurant overlooking the line) and here at Hottent which, in my view, is a good location for photographs.



Whilst having lunch at the restaurant overlooking the boats at Interlaken Ost I noticed a plume of steam at the Station. Ballenberg Dampfzahn No.208 (ex JS, SBB Brunig) was running trips up and down the yard and made an interesting comparison with the Zentralbahn's ABe 8/16 No.130.001-1 "Haslital".

After a boat trip on the Brienzensee, the remainder of the next day was spent photographing activities at Interlaken Ost and Zweilutschinen where ABeh4/4 II No.313 "Lauter Brunnen" in its striking livery was nicely placed with a rake of low floor coaches.



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Graham had an afternoon flight from Geneva so we decided to go to Langenloh, just outside Worb Dorf on the RBS line G, where I got a shot of an RBS train for Worb Dorf with Be 4/8 No.88 at a place rarely, if ever, photographed before

It has been several years since I have journeyed over the CJ and here their metre gauge BDe 4/4 No.621 has brought standard gauge hopper wagons full of ballast, and mounted on rollbocke, from Tavannes into Tramelan where the CJ's main depot is located.



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The ex CMN BDe 4/4 unit seen waiting to work the isolated metre gauge Les Transports regionaux neuchatelois (TRN) branch from Le Locle to Les Brenets is really rare (I cannot recall seeing a photo of it in 93 editions of SE) and deserves a viewing especially given the increasing standardisation of Swiss rolling stock.

I had a lunch appointment in Zürich but was able to do some tram watching at Bellevue along side the Zürichsee before returning home. Bombardier/Alstom 3xxx class Be 5/6 passes whilst working on Route 9 to the Cantonal Hospital at Triemli.

