

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2009)  
**Heft:** 99

**Artikel:** Blonay-Chamby October 2008  
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**DOI:** <https://doi.org/10.5169/seals-854296>

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# BLONAY-CHAMBY OCTOBER 2008

Peter Allman



1918 G 2 x 2/2 Haspe-Voerde-Breckerfeld (Germany) Zell-Todtnau (Forêt-Noire, Germany) (MBG, Karlsruhe).  
ALL PHOTOS: Peter Allman

Often we read articles about special events at museums or exhibitions which sound wonderful, but not all of us can manage to attend these and we choose not to visit on normal days for fear that the enjoyment will be less.

After reading the article on the Blonay-Chamby Museum's 40th Anniversary Celebration in the September 2008 issue of *Swiss Express* I found myself thinking about a visit, as in October I would be on my annual walking holiday with my Swiss friends who live at Mont-le-Ville in Vaud. Our plans also included a week staying in a chalet at Isenfluh in the Bernese Oberland and on looking at my map I saw it would be very easy to make the transfer by train and in doing so include a stop at the Blonay-Chamby Museum. A telephone call to the museum told us that whilst the museum

would be open on the day we planned to travel to Isenfluh, there would not be any steam trains running. Despite this disappointment I decided to go ahead and travelled from Morges Station, where I caught the InterRegio to Vevey and then the CEV to Blonay. A walk along the platform found the Blonay-Chamby ticket office where in true Swiss efficiency I could buy one ticket for the train to the Museum, entrance to the Museum, and the train to Chamby to link with the MOB for my onwards journey. The enthusiastic volunteers who run the Museum also run the trains between Blonay and Chamby but I am told they do not own the track.

The line is most picturesque, especially as you pass over the viaduct that crosses the Baye de Clarens. And when you arrive at Chaulin where the Museum is located the

view over Le Léman is wonderful. Unfortunately the Museum guide books were only available in French or German, but all the staff were extremely helpful, knowledgeable and enthusiastic as they assisted me. There are two main halls and an open area all, of which are practically full of exhibits, both steam and electric, with lots of carriages and other special items. These include a 1912 Steam Driven Snow Plough (SLM Winterthur) from the Bernina Line, a 1900 Steam Driven Tram (Krauss & Cie) from Rimini, and of course MOB DZe 6/6 2002 as also mentioned in the Swiss Express article. There are more than 50 exhibits and access to them is excellent; you can also enter the workshop area where restoration work is in progress but mind your clothes as you do. In addition there is a restaurant and book shop.

Having spent a most enjoyable two hours at the Museum my plan was to catch the 13.04 MOB from Chamby to Zweisimmen but there was no scheduled connection from the Museum to Chamby. However there was no need to worry as the staff kindly provided a special train (1948 Ce 2/3 Tramway Lausannois) just for me; what incredible service! To follow this visit with a ride on the MOB with all the spectacular autumn colours made a very special day. I whole heartedly recommend a visit to this excellent museum even if there is nothing special on, and should you, like me, be able to combine it with a trip on the MOB, you will have a day to remember.

1. 1948 Ce 2/3 Lausanne Tram.

2. 1900 G 2/2 Steam driven tram loco from Rimini. (Krauss & Cie, Munich).

3. 1913 Ge 4/4 Georg Fischer Werke loco. (SLM Winterthur) with the tiny diesel shunter originally used for building the Grande Dixence dam and then at the Rieder Sawmills at St Stehan on the MOB's Lenk branch.

4. 1901 G 3/3 Brünigbahn / Jura-Simplon JS 909, SBB 109, Bière-Apples-Morges (BAM) 6. (SLM Winterthur).

