

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2014)  
**Heft:** 120

**Erratum:** Erratum  
**Autor:** [s.n.]

### **Nutzungsbedingungen**

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

### **Conditions d'utilisation**

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

### **Terms of use**

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

**Download PDF:** 31.03.2025

**ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>**



the vineyards above the Chateau.

Two books were published at the event, an official history (with which they were giving free copies of the 75 year anniversary book!) which is largely a 'life & times' book covering the line's sometimes precarious existence, plus a pictorial book produced by the ASD1914 group which, along with some superb photographs, contains a time-line history of the line and some rolling stock and railway information.

There is also an excellent exhibition '100 ans à la conquête de la montagne' being held in the Musée des Ormonts in Vers L'Eglise. The valley the ASD serves is known as the Ormont-Dessous and Ormont-Dessus. The exhibition is spread over three floors seemingly taking up most of the museum's exhibition space and is open until 10 April 2016; details can be found at [www.museeormonts.ch](http://www.museeormonts.ch). It looks at the story of the local area, the chequered history of the ASD, and is well worth a visit if you are in the area. Overall, the event was clearly aimed at the local community, understandably so as they are paying a substantial subsidy to keep the line open, with barely a nod to the railway enthusiasts. However, it was still an enjoyable weekend and a chance to see (and participate in) something of the 'real', local Switzerland rather than a highly organised high-profile event. 




TOP: BDe4/4 No. 2 on depot shuttle on the street near the depot.

BOTTOM: ASD restored BCFe4/4 No. 1 + B34 + B35 ascending through the vineyards above Aigle.

## Erratum

On P33 of the September *Swiss Express* in the article "DB diesels in Switzerland" by Doug Tompkins there was an error in the published text. It stated that Locomotives Nos. 220 013, 014, 015, 016, 017, 053 and 077

were built in 1968. These locomotives actually received the Class No. 220 in 1968, having previously been Class V200.0. Loco Nos. 013, 014, 015, 016 and 017 were built between July, August and September 1957 and 053 and 077 were built in June 1957 and June 1959 respectively. We hope that this is now clear. 

## **Swiss Tip** Good ideas and information about Switzerland from travellers.

How many *Swiss Express* readers stop in Neuchâtel? It is a beautiful classic, but hilly, town with a Cathedral and University, and a commanding history. On a clear day there is a distant view of the Alpine panorama across the lake and there is also the innovative *Funambule*, a funicular from the station down to the lake. There was once a steam tram, but that was a long time ago. Along the lake shore to Boudry, southwest of the city, there is a busy 9km long suburban tramline, Line 5 - now to become Line 215 - run by Transports Neuchâtel (TN). The line was once bucolic and clumsy; it is now modernised and efficient. At Boudry you can stop and enjoy a quite different atmosphere. It is worth the detour. 