

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2019)
Heft: 139

Rubrik: Where's Heidi?

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: 30.03.2025

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



1. Schweizerische Centralbahn Mallet Ed 2 x 2/2 No. 196 also visited the event from the Oensingen Balsthal Bahn.

2. Ex-SLM Works Locomotive E2/2 No.1 privately owned and maintained at Brugg.

3. Be3/4 No. 1367 is also the property of SBB Historic and stored at Brugg.

4. Steam Railcar CZm 1/2 No 31 of the former Uerikon-Bauma Bahn visited. It is nice to see it back in working order following its accident in February 2016.

5. Ae 4/7 No. 11026 is owned by SBB Historic and stored at Brugg.

6. The Spanisch-Brötli Bahn Limmat rebuild of SBB Historic is another Brugg resident.

7. SNCF 141 R 1244 belongs to the Verein "Mikado" of Zürich and is maintained in working order at Brugg.



Where's Heidi?

Which station do you need to go to, to see this factory?

landslide. So we took the 1017 to Gallarate (0739 Genève-Milano) running 50 minutes late – incompetence on the part of FS on which I shall not dwell – but the Italian ticket inspector accepted our Saver Day Pass in the circumstances without demur. We then wound our way via Varese over the partly new line to Lugano. However we thus missed our scheduled 90 minute lunch break at Bellinzona. So we had lunch on the 1343 ICN to Basel – a pleasant way of occupying the passage through the Gotthard base tunnel – changing at Olten to another ICN via the Jura Sud route to Genève Aéroport.

Two of our party of six had detached at Bellinzona.

They had arranged to take the PostAuto to Thusis, thence via the Albula and the Bernina to their overnight stop at Albergo Stazione at Campocologno, intending to make their way the next day via Arosa to Basel airport. Earlier in the day, when revising their itinerary beyond Bellinzona, from where their planned PostAuto departure was missed, one of our party was using the SBB website, whereas I was using the European Rail Timetable (ERT), to work out which PostAuto instead to take. It transpired that the SBB website was wrong. Conversely although this was road transport, the ERT was correct! +

And finally...

Switzerland comes to the West Somerset Railway – Tony Bagwell

The modern craze of “Yarn Bombing” – knitting or crocheting decorative items and then leaving them for public display – has seen Bishops Lydeard Station on the West Somerset Railway receiving such treatment. The spear fencing along the platform has a display of handiwork representing what the local craftspeople think are representative items of Switzerland – railways, cable cars, cows, cuckoo clocks, penknives, balloons, the Red Cross and even Swiss rolls !!! +



Where's Heidi?

Answer

You need to get an S1 service from Bern Hbf two stops out to Bümpliz Süd – probably not a destination at the top of the list if you're a tourist!! +

