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Cheesemaking starts at the point when the milk is delivered at the cheesery. First the fluid is cleaned, then weighed or measured. It then is warmed in a large copper boiler and brought to coagulate by means of rennet. After several other manipulations, the coagulated cheese mass is caught in a cheese cloth, then placed into a wooden form and finally under a press. There it remains about 24 hours, being frequently turned, and each time placed into a fresh cheese cloth.

From the press the cheese proceeds to the "salt cellar" for a salt-bath cure. After 10-14 days it goes into a warmer cellar where it remains some 8-12 weeks for a daily washing, salting and turning. Here the temperature causes fermentation which slightly curves the flat sides of the loaves and produces the characteristic holes. After this process the cheese is put into a cool cellar for two months, then inspected and weighed.

So expert have the Swiss cheese makers become that they can judge the appearance of the inside of a cheese by tapping the outside with a "cheese trier." The weight and inspection results are carved into the curve of each loaf, and every loaf of genuine Swiss cheese gets the word "Switzerland" printed all over on its rind in large red letters.

Transporting the cheese from factory into dealers' cellars is accomplished in swift and modern manner. Again weights are checked, then cheeses are treated with salt and placed on wooden shelves. Here they are turned two or three times weekly, also spread over with salt. The latter produces drops of water on the surface of the loaves, and is rubbed into the rind of the cheese with a brush, to hasten its ripening.

Great is the variety of cheeses manufactured in Switzerland. There are hard cheeses, soft cheeses, rich fatty cheeses, "quarter fat" cheeses, cheeses with hardly any fat - known as "Magerkäse." Then there are those delicious little rindless cheese packed in boxes holding six larger or 12 small portions.

Not to be overlooked is the tasty Schabzieger - Sap Sago-an herb cheese made in the canton of Glarus. Finely grated and thickly spread on bread and butter it is a delicacy which has to be tasted in order to be appreciated.

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ELECTRICITY REPLACES STEAM ON SWISS RAILROAD.

Despite war problems, the Swiss Government continues the electrification of its railroad system. This year work is going forward on the construction of the connecting railway between the Cornavin and Eaux Vives railroad stations at Geneva. Also reconstruction work in the Geneva and Neuchatel Station is being carried on.

Appropriations for 1940 include for rolling stock 10,000,000 Swiss francs; 250,000 more francs than were allotted for 1939. Orders will, as usual, be given to Swiss firms, such as the world-renowned Machinery Works Oerlikon; Brown, Boveri & Co. A.G.; Ateliers de Sécheron, Geneva; and Locomotive Works Winterthur.

Switzerland is one of a few countries in the world whose Government-owned railroads are being systematically electrified. With a total lineage of approximately 1,800 miles some 1,323 were operated by electricity at the end of 1938, leaving only 27 per cent of the total length to be run by steam. Only on lines with very little traffic has the old system still been retained, but even some of these sections will be electrified as soon as conditions permit.

In a land devoid of coal and oil resources, but with abundant water power, railroad electrification presented itself as a logical problem. A beginning was made with the 12½ miles long Simplon tunnel, which from its inaugural in 1906 was electrically operated. From 1906-13 followed the building of the Lötschberg Railway, connecting the Bernese Oberland with the Valais and, incidentally, the Simplon route

and Simplon tunnel. This railway, driven by electricity from the start, features 34 tunnels, 22 bridges and viaducts, also a number of avalanche galleries.

In 1913, the Swiss Federal Railroads decided to rebuild the St. Gotthard Railway for electric traction. This line, renowned for its many gradients, curves and tunnels, was chosen because the saving of coal in this particular instance was expected to be most appreciable.

On account of the post-war economic crisis, the electrification of the first stage, which included all main lines and was originally foreseen for the period of 1923-33, was rushed as an unemployment relief measure and finished in 1928. Through traffic of the electrified St. Gotthard Railway, from Zurich to Chiasso, was inaugurated on March 5, 1923. Since then, electrification has been progressing at a steady pace, so that steam locomotives are mostly only found on lines off the beaten track. Touring Switzerland is thus a constant delight, not only from the scenic standpoint, but also for speed, smooth riding and ultra comfort.

Electrification of the railroads necessitated at the same time a tremendous expenditure for the construction of adequate power plants. In addition to some minor installations, the Swiss Federal Railroads own today the power stations of Ritom, Amsteg, Barberine and Vernayaz, together with an extensive network of sub-stations for transformation of current.

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SWISS NEWS SUMMARY.

Friday, November 8th, brought news of the resignation of Federal Councillor Minger, Head of the Military Department, and of Federal Councillor Baumann, Head of the Justice Department. Both Federal Councillors handed in their resignation as from the end of the current year.

Federal Councillor Minger, speaking on the subject of his resignation at the traditional Soirée for Members of the Federal Council, declared that it had been his intention to resign last year, hence the purchase of the estate in Schuepfen. The outbreak of the war and illness of his representative in the Council, M. Oprecht, forced him to delay his decision and to continue at his post for another year. Now, however, he was going back to his farming. Federal Councillor Minger reiterated that neither internal nor external politics had had any bearing on his resignation. He finished by stressing the firm determination of Switzerland to defend her neutrality.

During the night of the 6th November Swiss territory was again violated by 'planes which flew in over the Jura and continued on their course in a south-easterly direction. Anti-aircraft guns came into action and the 'planes turned back before crossing the Alps. The Swiss Legation in London have been instructed to protest against the violation of Swiss territory which has occurred despite assurances that Switzerland's neutrality would be respected.

The Army Command made the following announcements on November 6th:

- (1) It has been decided to institute a general "Black-out" throughout Switzerland. This order is to come into force on November 7th.
- (2) As from the 7th November and until further notice "Black-out" will begin at 10 p.m. and will last until dawn.
- (3) It is to be left to the discretion of the borough officials to decide whether "Black-out" is to be made before 10 p.m.
- (4) In the case of a warning, public services will be allowed only sufficient light to ensure safety.
- (5) The above steps are being taken in accordance with the defence measures of the Army.

Military penalties are applicable to these measures.