

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 2 (1988-1990)
Heft: 12

Artikel: Unterhaus
Autor: Greenfield, Stephen
DOI: <https://doi.org/10.5169/seals-855341>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. 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. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

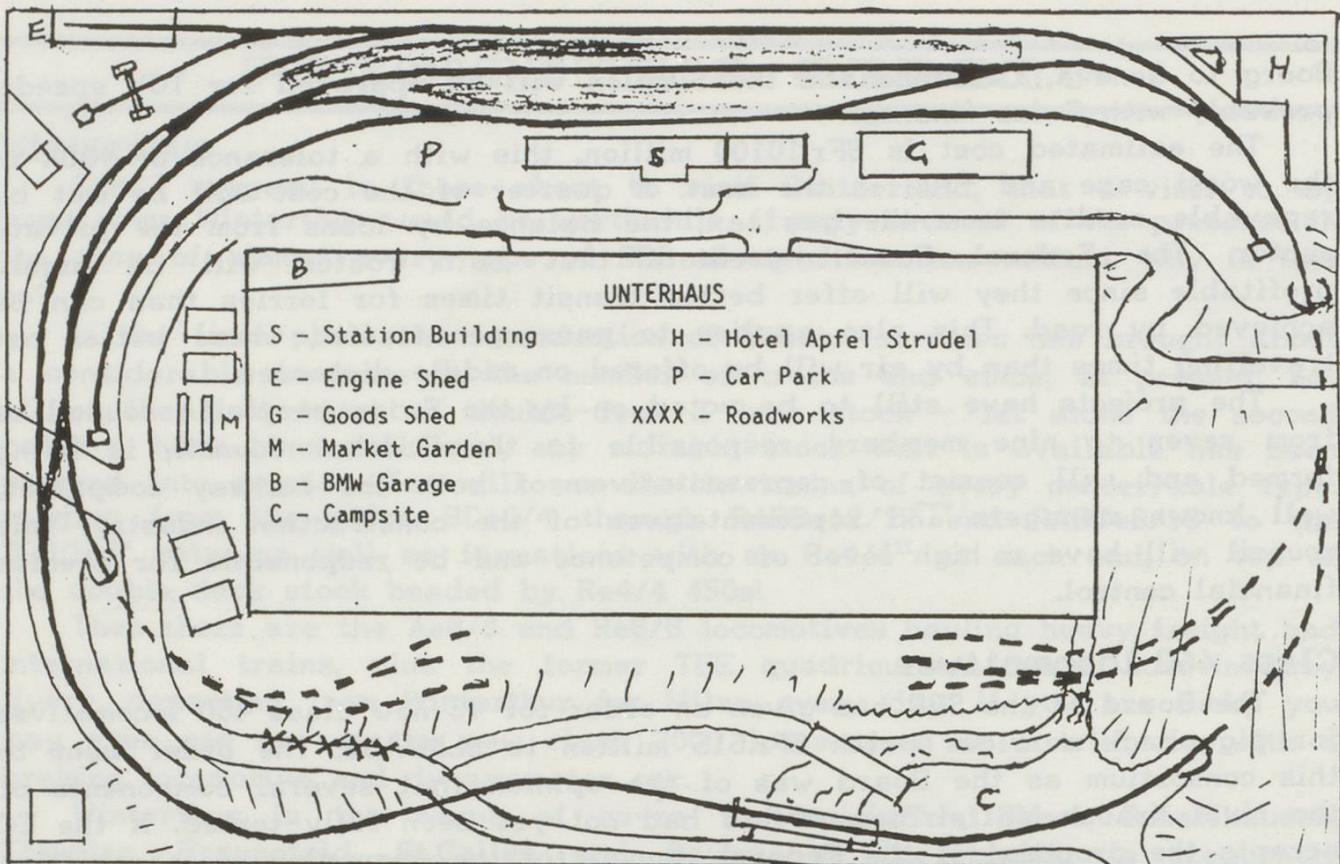
L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

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. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 23.01.2026

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



Plan of Unterhaus layout, HO gauge

UNTERHAUS

by Stephen Greenfield

The story starts in 1981. My wife, Chris, suggested we booked a holiday in Switzerland, travelling by train. Although a lifelong railway enthusiast, my interest was in steam and I knew virtually nothing about Swiss railways.

We travelled in a French couchette on the overnight service from Calais and were woken by the shunting to re-form the train at Basel. The early morning run via the Hauenstein tunnel and Olten to Lucerne was our introduction to the magic of Switzerland and its railways. I remember as we approached Lucerne a fellow passenger with a ticket to Interlaken was told to take the "narrow gauge mountain line". We subsequently came to know and love the Brunig line.

That first holiday included a 4-day Holiday Card and we made good use of it; so much so that we were back again in 1982, 83 and 84, each time with an 8 day Holiday Card. We had been converted to the cause! Over the four years' holidays we travelled widely from our base in Lucerne and learned much about the SBB and the private lines.

Having modelled British railways from the age of seven, I was attracted to the model railway equipment in the shop windows. With no idea where they were to run, I bought - strictly as souvenirs - four HO Liliput wagons, notably an Eichhof van (local to Lucerne and we liked the beer!) and a DB van, because every goods yard on the Continent has one. The others were an SBB bogie open and a 2-axle open goods.

Back at work in London, while window shopping at Hadley Hobbies one lunchtime, I saw the Lima RBe4/4. This was soon on its way home, the bug was biting but there was still only my British layout on which to run them. The 1983 summer holiday saw us in Geneva (by Swiss Express) and a Lima Re6/6 (early version) was added to the collection. Further wagons were added during the same holiday. Even more significantly, while changing trains at Spiez I discovered *Die Modell Eisenbahn*.

A change of job in 1983 meant a move back to Kendal and a house with a cellar - Chris says that was the only reason for buying the house! My thoughts turned immediately to a Swiss layout and a plan was drawn up even before I left the old job, with much of the inspiration coming from the layout in that first copy of *Die Modell Eisenbahn*. My first inclination would have been to include a section of the Brunig line but the absence of appropriate and reasonably priced models ruled this out. Having used the Lucerne-Bern line several times we had grown fond of the peaceful Emmental scenery, small towns, villages and of course, the stations.

The available space, 11ft x 7ft and my desire for a continuous run, led to the track plan illustrated. This is made up of a station area and a country area wrapped around a "U" shape, with the two legs joined by a tunnel. This gives viewing from the outside on three sides although in the cellar only one side is accessible.

Not having the space or information needed to model an actual location I have tried to create an image of a typical junctions station on a secondary main line, such as the Lucerne-Bern line.

STEAM NEWS

To celebrate 100 years of the Jura-Simplon-Bahn, a number of steam specials were run during August using A3/5 No.705. These were:

11 August	Biel-Lausanne (Piloted Neuchatel-Renens by C5/6 No.2878)
17 August	Lausanne-Sion & return
18 August	Lausanne-Bern (Banked to Romont by Ae3/6 ^{III} No.10264)

RhB Steam

The steam snowplough is expected to perform on the Bernina as follows:

Sunday 27 January; Saturday to Tuesday 23-26 February:

Tuesday to Friday 26 February to 1 March 1991.

Steam trains will operate as below in the early part of 1991:

Tuesday 1 January	St.Moritz-Scuol
Sunday 3 February	St.Moritz-Scuol
Sunday 24 February	Samedan-Scuol
Thursday 28 February	Samedan-Scuol

Gordon Wiseman writes:

The bridge carrying the DB link from Koblenz to Waldshut has been used before for steam specials. I travelled over the bridge in a steam hauled passenger train during the centenary celebrations of the Turgi-Waldshut line on 19 August 1984. The locomotive was 5819, of class Ecb3/5 I think.