

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 3 (1991-1993)
Heft: 7

Artikel: News from the Bernese Oberland
Autor: McCann, J.B.
DOI: <https://doi.org/10.5169/seals-855218>

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: 17.09.2025

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

News from the Bernese Oberland

by J.B.McCann

Bernese Oberland Bahn (BOB)

After a complete closure of the BOB from 11-16 November 1991, with bus replacement, the realigned kilometer of line south of Wilderswil was commissioned, with the permitted speed raised to 65 km/h.

Consultation with the Landesbuch and negotiations on the necessary land acquisition are now in hand to enable further straightening and doubling of the line south of the realigned stretch to Zweisültschinnen to take place. Currently the Wilderswil-Zweisültschinnen section is the bottleneck, especially if any late running occurs.

At Interlaken Ost the new diagonal subway is now in use and ramps are being constructed down to the original subway, which will mean that passengers should at last be able to use luggage trolleys when changing trains, particularly to and from the BOB.

A recast of the BOB timetable took place this summer, with northbound trains normally combining through the day at Zweisültschinnen and arriving at Ost at xx:27 and departing again at xx:32.

Last winter, increased traffic has meant that instead of a single motor car covering evening workings to Lauterbrunnen, a mini-Pendelzug was used with an ABeh4/4" and a BDt, generally No.401. In the years since their delivery in early 1987, the three BDt s, (401-3) have found little use in the winter, since their luggage capacity

would appear to be inadequate. Two of the older looking vans D 552-3 have been in daily service as part of made up coach sets. The eight bogie passenger luggage vans, Nos.521-3 and 531-5 have a complicated history all of their own, their bogies all coming from withdrawn Brünig stock.

Schynige Platte Bahn (SPB)

The bodies of six of the oldest coaches, B2/4/11/13/14 have been scrapped and their underframes and bogies have been fitted with new aluminium bodies by Rameseler and Jenzer, very much in tradition style, closed and with a door to each compartment. They are painted in standard SPB red and cream livery, lettered in full SCHYNYGE PLATTE BAHN and numbered B 41-46. This order, and the complete rebodging of B4 No.24 last year, are welcome signs of capital expenditure on this delightful line.

Wengernalp Bahn (WAB)

The Wengernalp Bahn celebrates its Centenary on 20 June 1993. Amongst proposals being investigated are the possible use on the WAB of the SPB steam loco H 5 of 1894. It is understood that the use of Brienz Rothorn Bahn No.5, (which was the original WAB No.1) has been turned down because of the cost of changing the rack wheels from the Abt to the Riggienbach system and back again.

Member's Advertisements

Non-commercial requests and offers from members for Swiss related items etc. will be included free of charge, provided space is available. Please type or print insertion in block letters.

The decision of the Editorial staff in this respect is final.

Wanted. Copies of Eisenbahn Zeitschrift prior to No.5/88 (Oct/Nov 1988). Roco HO catalogues prior to 1987/88 edition. Please

state prices required. Postage and packing costs will obviously be met. S.J.Barnes 49 Audley Road, Colchester, CO3 3TZ (0206 47456).

Continental RTR model catalogues and books from 1957, mainly 60s, for sale. SAE for lists. B.Balshaw, 1 Witbank Gardens, Shanklin IOW PO37 7JE.