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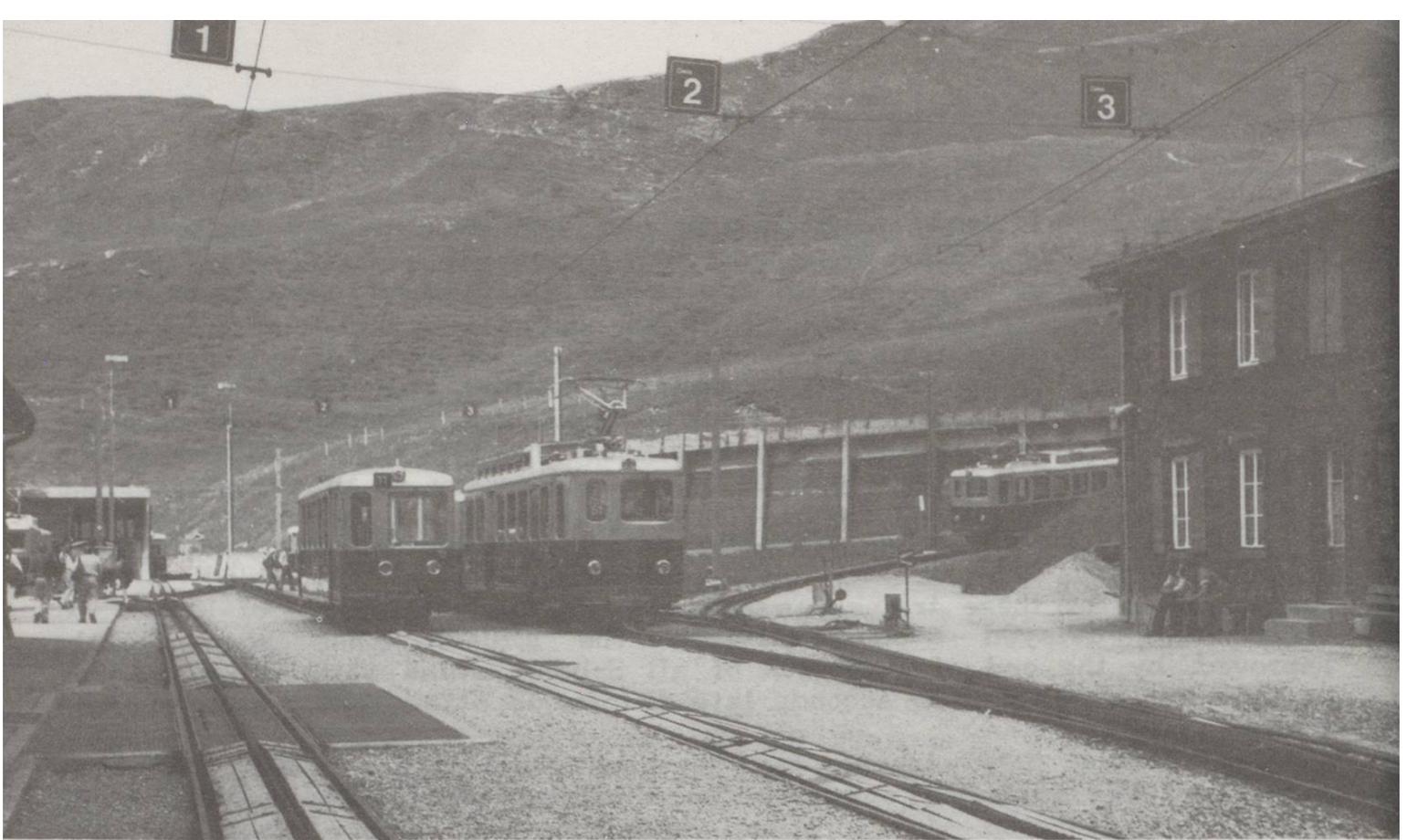
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Kleine Scheidegg 25 July 1990 with WAB stock. Members of the party can just be distinguished on the extreme left.

Photo Alan Pike

SRS 10th Anniversary Tour Part 2

INTO THE MOUNTAINS

by Steve Horobin

Continued from page 11, March issue

Monday 25th July

It was yet another hot and sunny day for our journey to Kleine Scheidegg and the Schilthorn. Our train left Interlaken Ost some twenty minutes late, due to the crush of passengers and we feared that we would miss our reserved seats on the WAB. However, when we arrived at Grindelwald we discovered that the staff had been expecting us and our reserved carriage was waiting.

At Kleine Scheidegg, the lower terminus of the Jungfrauabahn, the "wooden" locomotive No.6 was on duty, as were many of the WAB He2/2 locomotives around the system.

Clear views of the Monch, Eiger and Jungfrau were obtained and we could just see the observatory on the Jungfrauoch, which lies above the subterranean terminus of the JB at 11,333 feet above sea level. As members probably know, most of the JB is in tunnel.

After descending to Lauterbrunnen via Wengen, where we crossed one of the new, gaudily liveried 2-car sets of the WAB, we took the funicular to Grutschalp and then the metre gauge BLM to Murren. After a stroll through the village, the highest village in Switzerland populated throughout the year, we took the Schilthorn cable car to Berg and then changed to the single cable car to the top of the Schilthorn, with its revolving restaurant, before returning late in the afternoon to Spiez.

Thursday 26th July

We switched base from the Schweitze Deutch-speaking Switzerland to Swiss Romansh, stopping for three nights at Vevey on Les Leman. We left



Inside Lausanne Depot 26 July 1990. Note the traverser tracks in the foreground and both types of Re4/4^t

Photo Alan Pike

Spiez at 09:03, headed by a BLS Re4/4 for Zweisimmen where we changed onto the Panoramic Express. Our Chairman tactfully turfed out some tourists who had occupied our reserved seats and we settled down for a magnificent ride to Montreux, seeing much of the older MOB stock and some of the GFM on the way.

After half an hour at Montreux, where photographers exercised their trigger fingers, since they had been unable to take anything on the Panoramic because the tinted windows do not open, we boarded the 12:09 Brig-Geneva train for Vevey where we checked into the Hotel de Famille, ten footsteps away from Voie 1.

After a light lunch we boarded the 13:50 for Lausanne to be greeted by Mon. Bassin, Public Relations Officer and Mon. Herzog, Signal Box Supervisor who escorted us up the signal tower where there are two main panels. The larger controls the movements of trains from the Vallorbe, Yverdon and Fribourg directions and the Simplon route as well as the freight lines at Renens. We were able to follow the passage of a number of trains, each assigned a code number, watching as the points and signals were set automatically.

The smaller panel controls all movements within the Lausanne station area. Two signalmen are constantly occupied with some 670 main line trains and 4,000 shunting movements daily.

Our time in the tower was all too brief, but we had been privileged to see operations carried out by the extremely busy and tolerant staff, working under constant pressure.

Mon. Bassin then introduced us to Mon. Kratt, the Depot Manager, who took us on an exhaustive tour of his domain. Numerous tractors and shunters were stationed outside, inside were two groups of locomotives set on eight sets of tracks separated by a traverser. We saw Ae4/7 No. 10990



Monthey, AOMC station, 27 July 1990. Note the new buildings in the background.

Photo Alan Pike

use this to move off shed. Stabled alongside various Re4/4^{II}s was 1926-built Ae3/6^{III} No. 10264, which works a passenger service every Thursday.

We viewed some carriages undergoing routine maintenance and discovered that the RBe EC powered sets come to Lausanne when their bogies are due for replacement or their wheels need reprofiling. We inspected the rescue train and cabs of two Re4/4^{II}s.

As we made our farewells, the TGV came coasting past heading into Lausanne station. Mon. Kratt claimed that he had organised this for us!

There was just enough time for tour members to "empty" the local model shop before returning to Vevey for our evening meal.

Friday 27th July

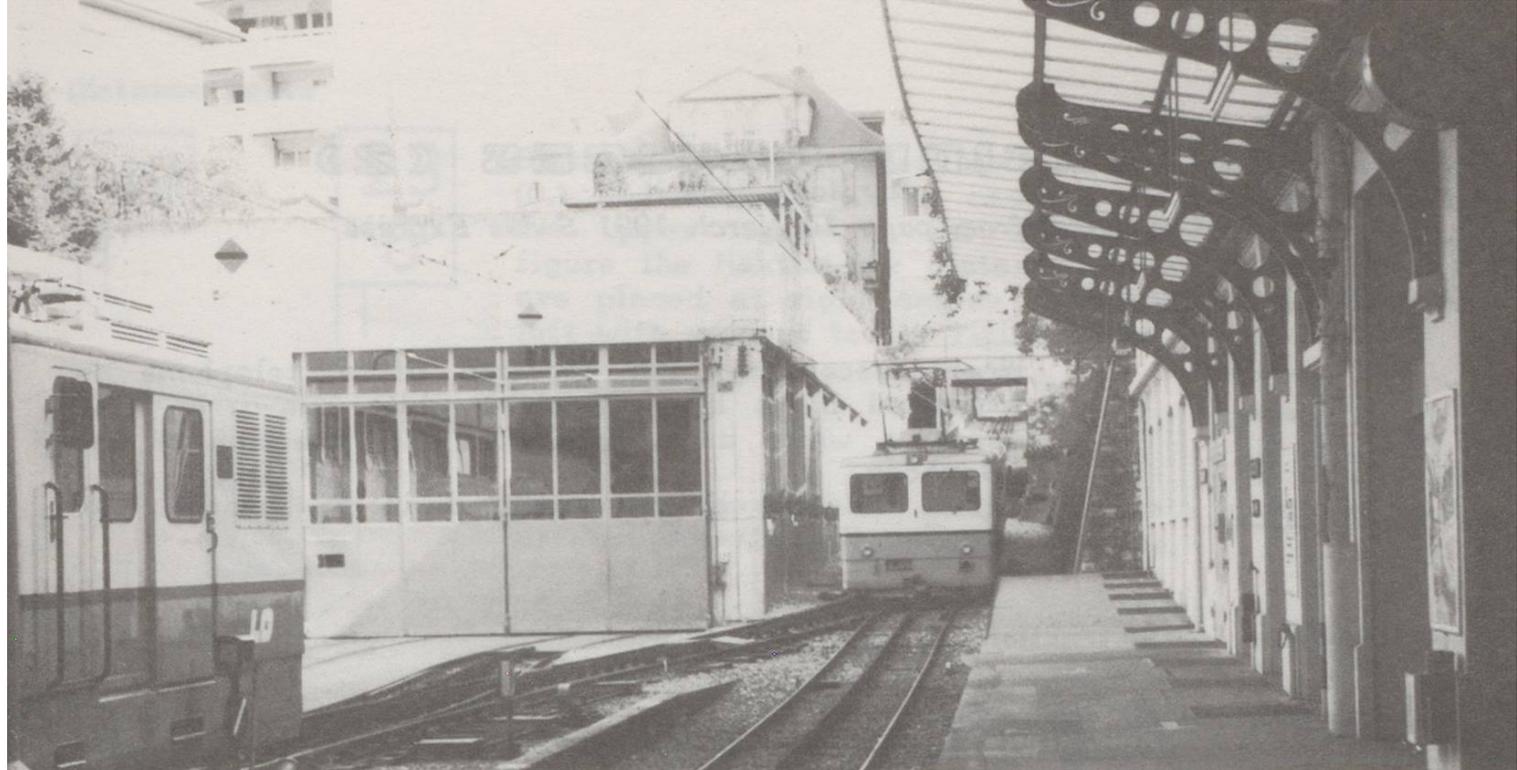
The main body of the group left Vevey at 08:45 bound for Martigny and a trip to Vallorcine, just inside France, on the mixed overhead/third rail Chemin de fer Martigny-Chatelard but, before this we changed at Aigle for the AMOC to Monthey then a 16XX series railcar on the shuttle from Monthey to St.Maurice before eventually reaching Martigny.

A carriage had been reserved on the MC and clear views were had on both journeys on a line which clings for most of the way in Switzerland to the precipitous sides of a very deep gorge. Lunch was taken in the buffet at Vallorcine, where French wine and cuisine were enjoyed. After making us struggle in French, the waiter broke into fair English, admitting that he had worked in Brighton!

We then returned to Martigny where there was enough time for a round trip on the MO to Orsieres before returning to Vevey down the main line.

Saturday 28th July

Today was billed as a mixture of standard and metre gauge, metro, rack and pinion, steam haulage and a ship - all by a roundabout route.



Ouchy station at the lower end of the Lausanne-Ouchy Metro. The depot is to the right.

Photo Alan Pike

The main party left Vevey by the single track line which climbs to meet the Bern-Lausanne route at Puidoux-Chevbres. From there a "train regional" took them to Lausanne where they transferred to the standard gauge rack-and-pinion Lausanne-Ouchy system (once a funicular) to Ouchy where a short walk brought them to the boat station.

Two of the famous paddlers were seen but the party had to be content with a mundane diesel craft, which took them on a leisurely trip close to the vineyard covered lake shore, in sight of the main Simplon route, most of the way to Vevey.

Lunch, and off on the metre gauge CEV to Blonay where BAM No.6, an 0-6-0T, headed a short train of vintage coaches to Chamby on the MOB. From here an ex-Lausanne tram took the party to the well-stocked depot at Chaulin, which is filled with a variety of metre gauge steam and electric locomotives and rolling stock from many parts.

The steam train took the party once more to Blonay where the rack railcar of the CEV was taken to the summit of Les Pleiades. A quick walk and then the same railcar returned the group to Vevey.

Sunday 29th July

This was the last day of the tour and, with a 13:40 departure from Geneva airport, there was just enough time to allow a short tour of the city and a view of the SBB/CFF main line en route.

The grateful thanks of all members of the tour should be placed on record to Alan Pike for the many hours of hard work it took to organise this tour and for his good leadership and charming company. Thanks should also go to the officers of the Society, the hotel staff and the many employees of the various Railway companies which I believe genuinely enjoyed being host to the Swiss Railways Society ☒