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Poor Connections

I have just returned from a 2 week holiday at Darligen, just west of Interlaken and would like to make a comment on the connections (or lack of) at Interlaken Ost. It appears that the Regionalzug service between Interlaken and Spiez only runs to feed traffic between these two points.

On several days, during trips to various places, we had at least a 55 minute wait (sometimes more) for an onward connection. Some people might say "where better to spend an hour or so" and I agree, but after it happens three or four times, and one has a couple of children who have been walking in the mountains all day, it gets a bit much. Let me cite a few examples:

Darligen dep 09:26

Interlaken Ost arr 09:35

Departures from Interlaken Ost

Lake Brienz dep 09:34 next dep 10:34

Brunig line dep 09:35 next dep 10:44

BOB dep 09:31 next dep 09:55

On the return journey the same applies:

Departure from Interlaken Ost xx:25

Lake Brienz boat arr xx:20 or xx:25

Brunig: Regionalzug arr xx:34 or xx:25

Schnellzug arr xx:16

BOB; Lauterbrunnen arr xx:00 or xx:30

Grindelwald arr xx:00 or x:26

As you can see, unless you time your journeys well, most connections are at least 55-59 minutes. It is most infuriating to watch your connection pulling out just as you arrive. I wonder if any other member has come across these problems elsewhere?

Having just found my 1986 local timetable I find that nearly all connections are made with five minutes to spare. Is this progress?

P.J.Weaver

Camberley

A quirk of TAKT timetabling is that if you travel against the grain, you almost always have a 55 minute wait and watch an earlier train depart as you are rolling into the junction. Try travelling from Linthal to Chur; Ziegelbrücke is nowhere

near as fascinating as Interlaken Ost! However the Interlaken "connections" do appear unusual, the moral is, unless you're based on a main centre, check the Kursbuch before you select your base.

CJF

Found in a Bin

Further to the recent EBT Group feature, I enclose the track plan for Kolfigen. I found the original SBB plan in a litter bin at Arth Goldau!

Stephen Barnes

Colchester

And we thought that Swiss station plans were military secrets!

CJF

The Wrong Sort of Snow

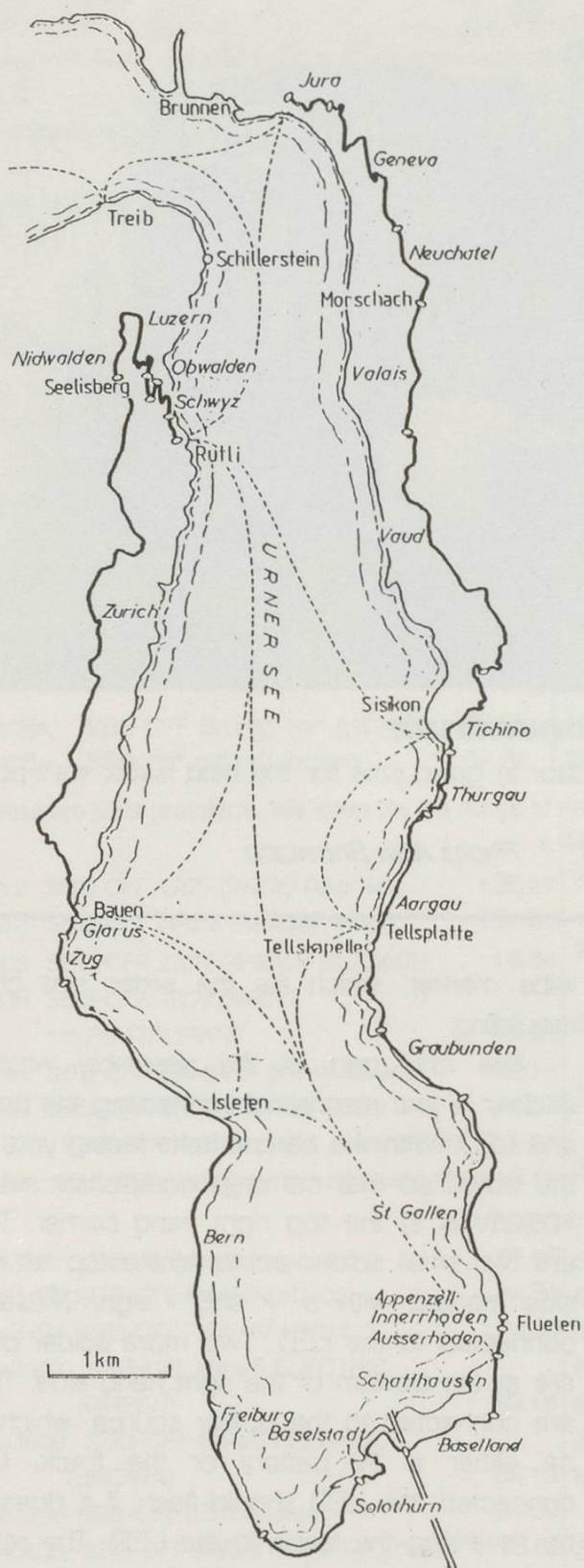
I would like to make a few comments with regard to some of the information contained in Notepad of the June *Swiss Express*. The defective traction motors in January 1991 were caused by an interesting phenomenon which seldom happens, since it needs the following pre-conditions:

1. A temperature between minus 5 and 15 degrees Celsius.
2. A wind blowing with a velocity of 40 km/h either from west to east or vice versa.
3. Continuous snowfall over several hours.

This combination of meteorological conditions very rarely happens, and never with winds in the north-south direction. The snow so produced is very fine and granular, drifting at the height of the cooling fan intakes. Despite extensive filter protection, it is possible for some of the extremely fine snow to get into the traction motors.

It is interesting to note that locomotives working in the north-south direction are not confronted with this phenomenon, because snow drifting in such a fashion does not occur in the very narrow valleys protected from the west winds. In these valleys, it is the quantity of snow that causes problems!

The OBB has had considerable difficulty on



locomotives. Those of the Rhaetian and Furka-Oberalp railways are, of course, well protected against the influence of these drifting snows.

Regarding the S-Bahn trains seen with freight stock, these were part of a test programme to eliminate macro skid, using every possible train weight. The object was to avoid having to take the much-needed double deck sets out of service.

A. Hauser Gubser
President

It is worth adding that both German and French services were also affected by last winter's snow; it appears that BR were not as inept as the media suggested at the time.

CJF

Do You Believe in Coincidence?

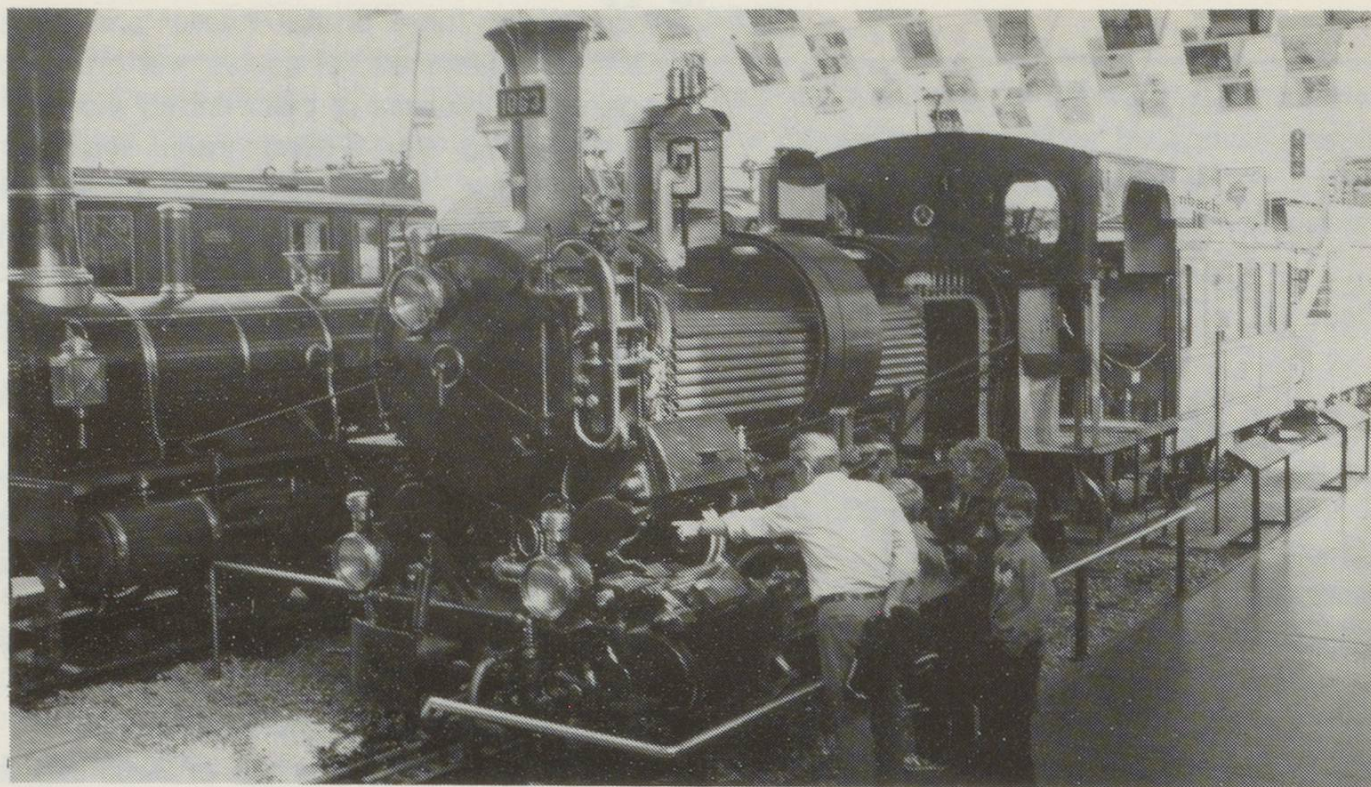
I took out my June edition of Swiss Express whilst en-route from Thun to Bern on 26 June and no sooner had I opened it than a gentleman who was seated further down the coach came bounding over to introduce himself as another member of the SRS. He was Mr. George Hoekstra, who lives in Kandersteg and, I understand, is one of our few Swiss-resident members. This was a truly remarkable experience considering that our membership is only a little above 600.

I note from the September Notepad that a supplement is now payable from Lausanne to Vallorbe on TGV services. Members may be interested to learn that the charge does not appear to be applied in the opposite direction. On 23 July my wife and I visited the new Musée du Fer et du Chemin de Fer at Vallorbe, returning to Lausanne on TGV 25 Lemano. Once on board, our Swiss passes were accepted as valid and no supplement was requested.

Whilst waiting for its arrival from Paris we got talking with the Swiss driver preparing to take control over the final stage of its journey; we understand that it is normal practice for Swiss motormen to drive SNCF units over Swiss metals.

Leslie Falkson
London

the Arlberg line which runs east-west, especially when it introduced the new 1044 class locomotives, originally based on the Swedish Rc2 class. These machines had to be modified to obtain protection similar to that of Swiss



Christmas Conundrum

Well, what exactly is he saying? Answers to the Editor in good time for the next issue, we'll publish the best of the selection.

Sectioned Brunig rack tank in Luzern Verkehrshaus Photo Alan Snowden

Review

HO scale Swiss flashing tail lamp Ref.No.1014

Manufactured by MTM Modellbahn Technik
Meisterschwanden AG

Available from Victors, price £12.95

A very realistic addition to a train, this item comes as an easily assembled kit. No electronics knowledge is required and the component board comes ready for use.

The kit comprises the component board, a two-part molded plastic tail light with dry-print red/white face markings, red LED, a battery connection lead and a selection of miniature plugs and sockets.

Instructions are comprehensive, but entirely in German. However, assembly is reasonably straightforward. The rear part of the tail light moulding has two slots of unequal width, into which the LED fits. One of the LED tags has a

wide marker, which fits the wider slot of the moulding.

The only part of the assembly which is unclear is that manner of connecting the battery and LED. With the components facing you, turn the board so that the large component marked 106,25V is at the top right hand corner. There are two small solder points at the top left hand side marked with a + and - sign. These are connected to the LED. Two more solder points are at the bottom of the right hand side. These are connected to the power source, which can be either a 9v battery or the track. Once connected, the LED should flash, if it does not, try reversing the leads to the LED. The rate of flash can be altered by adjusting the potentiometer (the component with what looks like a screw head inset into it) with a jeweller's screwdriver.

Power can be provided from a standard 9v battery, or from the track, whether the supply is DC, AC or Digital.