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Tschamutt to Sedrun (FO)

by A.E.Hauser-Gubser

Once again, for this walk you need good boots, rain protection and a good camera with, if possible an 80-210mm zoom lens. The walk can be made in a morning or afternoon. If your lady should be fond of wild flowers, June is the ideal time to take this walk. Take a train either from Andermatt to Tschamutt or from Disentis to Tschamutt. Before leaving the small station, wait until the train has left in order to take a close look at the construction of the two rack points.

In June, the walk down to the hamlet of Tschamutt is almost unbelievably lovely because of the profusion of wild flowers. Walk on through Tschamutt along the main road in the direction of Sedrun until you reach the yellow signpost marked **SELVA**. Follow the path down to Selva village. Here you can look back at the railway line. It is possible to photograph trains ascending and descending the 11% gradient.

Follow the white-red-white signs and cross the young Rhine by the new bridge. Do not forget to close the cattle gate behind you. The path is now climbing slowly and once again you have a good view of trains on the Furka-Oberalp Railway.

Continue to follow the path. You will have to cross a forest in which you will be able to see some very rare Alpine orchids. During June you will also have to cross a few mountain streams which are safe, but the water is very cold, in autumn these streams will have all but disappeared.

Once you have traversed the forest you emerge almost opposite the start of the rack section to Oberalppass. Here the trains reduce speed to around 5-10 km/h, and can be photographed with ease. Using the zoom it is possible to photograph the trains alone, or to incorporate them into the landscape.

Continue to follow the path in the Sedrun direction; you now get a good view of the route of the line from Sedrun over Dieni and Rueras. Follow the path, crossing the Rhine once again and climb to Sedrun and go back to the FO station which is situated above the old village.

A word of caution, if you should, in June, encounter a snow field, don't try to cross it, but go above or below the drift.

Remember, wild flowers are a protected species. Enjoy their beauty, but let them live.

Editorial Jottings

We have to begin with two apologies. First of all, two diagrams were transposed in the last Swiss Express, the track plan on page 30 should have appeared on page 45, the map on page 45 should have been on page 30. I think it was fairly obvious, but it is somewhat annoying.

More important, there was a very severe delay in distribution in the UK, entirely the fault of the postal services, the magazine was printed in good time and sent off by our distribution officer. We are very sorry this happened, that both were outside our control is irrelevant.

This brings me to a technical point, the

mechanics of magazine production and distribution. The magazine is edited, set and printed in Hemel Hempstead, but distributed from Cumberhau by Willie McKnight. However, the address labels are produced in Billericay by Les Heath, who holds the balance of magazines so that new members can receive their supply. When everything runs smoothly, this organisation is transparent to the members, it is just a matter of sharing the work around the committee. However, if things go wrong, and your issue of Swiss Express is missing, the individual to contact is the Membership Secretary and not the Editor.