

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 6 (2000-2002)
Heft: 8

Artikel: Ballenberg Dampf Bahn : an update
Autor: Cross, Michael
DOI: <https://doi.org/10.5169/seals-854944>

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: 05.08.2025

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

Last year I and other observers noted that loco No. 1068 had been removed from static display at Meiringen and transferred to the BOB workshops at Interlaken Ost. This year, I was pleased to discover that these premises are now open to the public on Friday afternoons with access from the lengthy main platforms 4/5, attractively sign-posted, I entered this small, but impressive, mecca of Swiss steam preservation.

In the newly constructed workshop area, 1068 was being dismantled and prepared for restoration to working order (2004 possibly). An appeal for funds is displayed, featuring a loco headlamp suitably modified to accept donations.

The workshop area and adjacent engineering shop are, of course, clinical. A photo collage shows building progress, completed in

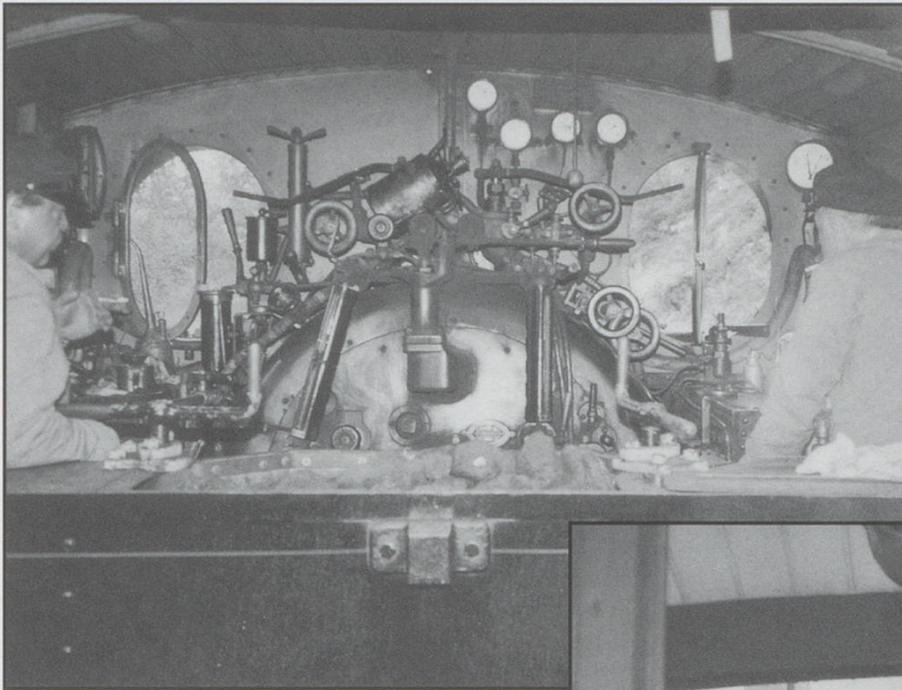
1999. Also depicted is the movement of 1068 by rail from Meiringen. In the older running shed loco No. 208 was awaiting her next duty. I joined the seasonal excursion to Giswil again (previously described in *Swiss Express* vol. 6/12 December 1999).

However, as it was now the third Sunday in September, the trip had a different conclusion. In readiness for the annual excursions to Grindelwald and Lauterbrunnen on the following Sunday 1067 remained at the rear of the train after reversal at Meiringen. Loco No. 208 hauled her train together with 1067 back to Interlaken Ost. Here, 208 was uncoupled to "run round" to pose briefly alongside 1067, before being coupled in front for the final departure into the BDB depot.

208 & 1067 at Interlaken Ost.

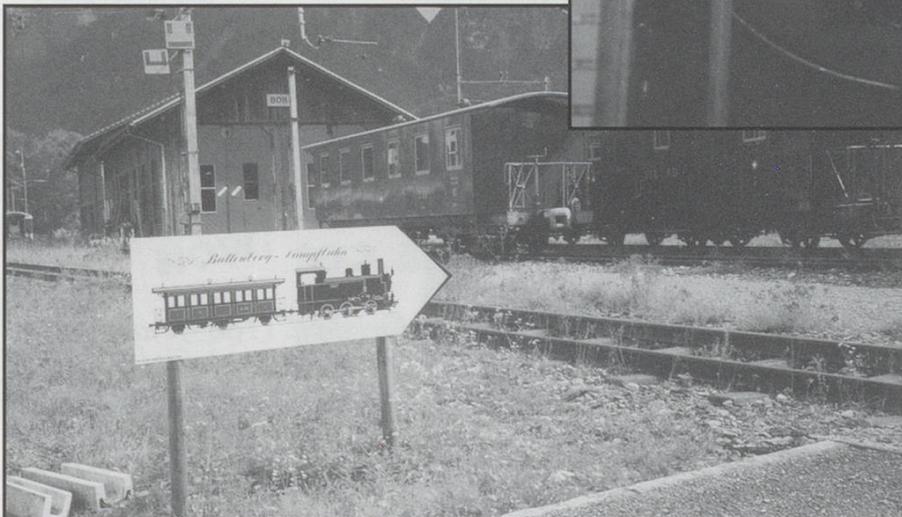
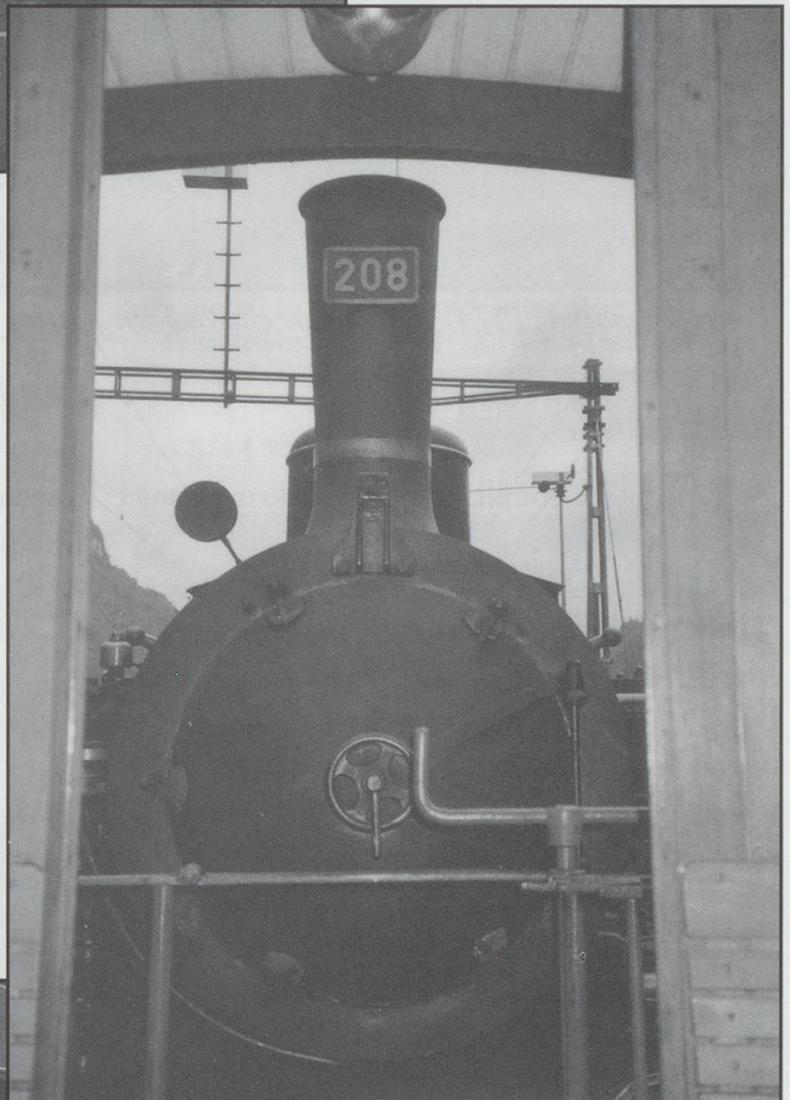
All photos: Michael Cross, September 2001





1067's footplate from balcony of open end coach.

Return to Interlaken Ost from open end coach.



Inviting sign to depot at Interlaken Ost