

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 6 (2000-2002)
Heft: 9

Rubrik: The reviews

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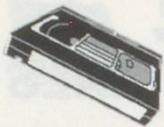
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Switzerland in Camera – Glorious Graubünden.

Produced and directed by Sue Knight and Chris Harnett. Digitally mastered. 50 mins. Available from MITV direct or through SRS Sales, see adverts for details

The second *Switzerland in Camera* video takes us on a tour round Graubünden. Not a railway video but one that is ideal to persuade the family that they need a holiday close to the RhB.

A general overview followed by a historical perspective leads into a tour of Switzerland's largest Canton starting in Chur and Arosa and then following an anti-clockwise journey to Disentis, Mesocco, the Albula, St. Moritz, the Engadin and the Prättigau. Local transport is mentioned but the emphasis is on the scenery, architecture and attractions throughout all the seasons. Many towns and villages away from the railway line and stations are shown. Yes there is life outside the station area and it is exquisite, a photographers paradise.

Some surprising facts emerge, such as where the Thatchers spent their family holidays and the date of the first skilift in Davos. Special mention is made of the contribution of the British towards the development of winter sports and holidays.

The unique combination of landscape and civilisation that is Graubünden is shown with the usual MITV skill (and weather). Clever camera angles and shots and clear ambient sound make this the video equivalent of a top quality coffee table book. Recommended.

TOGGENBURG

Das Grosse Buch der Schweizerischen Bundesbahnen.

Author-Ronald Gohl. Published by GeraMond. December 2001. Language. German. 250 mm x 305 mm Hardback. ISBN 3-7654-7161-5

In a referendum held in Switzerland in February 1898, the populace voted to end what they perceived to be the excessive control the private railways owners had on their country. The outcome was that the Swiss Federal Railway Company was formed in 1902 to take over the running of several of the major private railway companies. To mark the 100-year anniversary of this event the Swiss-born author, from Arlsheim near Basel, has written a book in which the SBB's history is portrayed in chronological order.

Each section contains an article covering a major development in that particular time period, usually ten years, followed by a year by year account of what happened in that year. For example, the section covering the thirties details the story of the "Red Arrows" and their kindred units along with the Ae 8/14 and Ae 4/6 locomotives. The picture content is good and there are some drawings of track work in a couple of stations as well as of a few locomotives and rolling stock. Even the size of the hands of the station clock is given in a detailed drawing.

For research into the history of the SBB this book is not really suitable, but for a general read it is well worth buying. The price in Switzerland is SFr 48:90.

Lok 2000. Re 460/465 - Modernste Elektrolok der Schweiz.

Author-Schönborn. Published by GeraMond. September 1998. Language. German. 170 mm x 240 mm Hardback. ISBN 3-932785-51-7

This 144 page book with its 130 illustrations is another in the series on Swiss locomotives. Covering the SBB Re 460, BLS Re 465, Finland type Sr2, Norwegian type El18 and the Hong Kong type KCR versions of the locomotive. In the front part of the book can be found details of the proposal for a new high speed locomotive, then the project itself followed by coverage of the mechanical and electrical parts of the locomotive. Listings of the first of the locomotives to carry advertising are also given.

A considerable amount of information is given in table form, which should be a worthwhile find for anybody interested in this locomotive. The text is quite detailed in its coverage of the mechanical and electrical components as well as the testing of the locomotive prior to its release into service. For those who are not well versed in the German language, the detailed drawings and associated photographs should help explain the various sections. In section ten of the book can be found the variations on the basic design that

were implemented on the export version of the locomotive for Norway, Finland and Hong Kong. The basic internal design is also used for the new WAP class locomotives of the Indian Railways.

In the final section can be found information on the various models of the Re 460 and Re 465 made in various scales by the major model makers. Tables give details of the various models made by each manufacturer.

Photographs and information tables are to a high standard, making this book a "must have". Price in Switzerland is SFr 39.80.

Krokodile. Legende auf Schienen. Normal- und Schmalspur.

Author-Schönborn. Published by GeraMond. November 1999. Language. German.

170 mm x 240 mm Hardback. ISBN 3-932785-54-1

Here is another book, 144 pages and 140 illustrations, from this particular publisher that gives considerable information on locomotives of the Swiss Railways, in this case the "Crocodile". The first three chapters deal with the type of "Crocodile" locomotive that reigned supreme on the Gotthard from the 20s until the 40s, providing data of performance and improvements carried out during their lifetime. This is followed by a section on the "Seetal" crocodile locomotives and the rebuilt Be 6/8 units for use in the marshalling yards of the SBB.

Standard gauge locomotives of the Deutsche Reichsbahn class E93 and E 94, Österreichischen Bundesbahn Class Br1089 and B1189 are given coverage. The not be forgotten favourite of many modeller the RhB Ge 6/6I is explained as are the Ge 4/4 locomotives of the Bernina Bahn and the Brig Visp Zermatt Bahn. Coverage of the diesel "Crocodiles" of the Furka Oberalp and the LSE is provided. Data and drawings of the various types are provided.

There is considerable coverage given to various "Crocodile" type locomotives found in Switzerland, France and Greece, and as far away as India and Bolivia. Photographs of a high quality abound and there are many drawings and tables. However, it must not be overlooked that the final section of the book gives good coverage to the various models that have been made by the major model manufacturers. From the diminutive Märklin Z gauge locomotives up to the giant RhB Ge 6/6' in scale IIm from LGB. Price in Switzerland is SFr 39.80.

MH-R

EDITORIAL!

This is all the space I had left. I need more good pictures as always but otherwise so far so good. Can I point out something that is obvious to me but may not occur to contributors. Articles and photos are held on file for publication. this may take a very long time indeed, up to 3 years is quite normal for those that are not time related. If you need your pictures back straight away you will need to let us know in order that we take the appropriate action.

THE CLASSIFIED SECTION - Members Adverts

HELP REQUIRED: Studies have started of a new 18km railway link between Italy and Switzerland. The planned link would take advantage of the Mendriso(CH) - Valmorea(I) line which was reopened recently, but only to chartered trains. Thanks to a new 7km section, this would join the FS PortoCeresio - Varese - Milano line close to Arcisate. The result will be a faster link from the Gotthard route, Lugano and Como to Varese, Milano and Malpensa Airport. The Airport is 30km south of Varese. Mainly for passenger traffic, freight only to local factories. Have you read anything about this? Who is operating the "chartered" trains on the Mendriso - Valmorea part? Is this line owned by FFS/SBB/CFF? or by who? Contact Alan Snowdon by email at <alan38@onetel.net.uk> or via the editorial office address.

FOR SALE: Wesa TT Swiss items. No.151. EBT Be4/4 110, No.215. 3 x EBT bogie coaches, No.225. 4 x SBB four wheel type B2 coaches. £120 the lot + p&p, Also SBB Re4/4 427 (no pantographs, motor works but in need of TLC) £10 + p&p, Coach & wagon axles (59) and wheels (20 inc. 7 flangeless) free for cost of p&p. Tel: 01276 856051 or e-mail: chernex@btinternet.com.