

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 6 (2000-2002)  
**Heft:** 3

**Artikel:** Kandersteg - Iselle once again  
**Autor:** Hoekstra, George  
**DOI:** <https://doi.org/10.5169/seals-854884>

### **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:** 24.01.2026

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

## George Hoekstra **KANDERSTEG - ISELLE ONCE AGAIN**

Never say never again! In 1992 the SBB decided that since the road over the Simplon Pass had now been upgraded to a very high standard, it was no longer viable to continue with the Brig-Iselle car transport trains. Then, the car ramp in Brig had to be demolished during modifications to the station layout. Everybody then thought that was it: no more car transport through the Simplon. Customers of the regular Kandersteg-Goppenstein car-transport operations (see Swiss Express Sept. 1999 pages 34-6) kept asking about Iselle, especially the foreign tourists. Last summer, in view of the fact that although they were scheduled to be

which at that time is already sunny and warm. More to the point for this operation, they are also known for very long waiting times at the road tunnels and border crossings. This way after an hour of relaxation the alps are behind you, you have saved yourself a few hundred curves and you are only a few miles from the Italian Superstrada motorways. A few hundred cars and caravans were transported each way over these holidays. For 80 Francs per car per trip it seemed good value. The one Brit. I talked to said "for 30 quid it saves a heluva lot of messing about!". From the end of June until the end of September, with the exception of



*A sight not seen for many years in Kandersteg: Iselle on the destination board. Several foreign number plates and caravans.*  
Photo: George Hoekstra

demolished years ago, there are still facilities in Iselle, the BLS conducted a survey. The results were encouraging and so the possibility of reinstating the Kandersteg to Iselle car-transport trains was looked into. With the new free-access rules, ie. some of the changes made in Iselle and the two countries involved, it was not easy. But, by early 2000, all necessary permits and rights of way had been obtained and the first trains were operated over the Easter and Whitsun holidays, two very popular periods for short holidays in the south,

the month of August (as everybody on the continent is already somewhere), the Kandersteg-Iselle shuttle will run through the night Friday/Saturday at roughly 2 1/2 hour intervals. Due to the arrangement at Iselle only the normal (low) transporters and a driving trailer without a pantograph can run these services. Also, unlike the normal Kandersteg-Goppenstein service, a guard has to accompany these international trains.

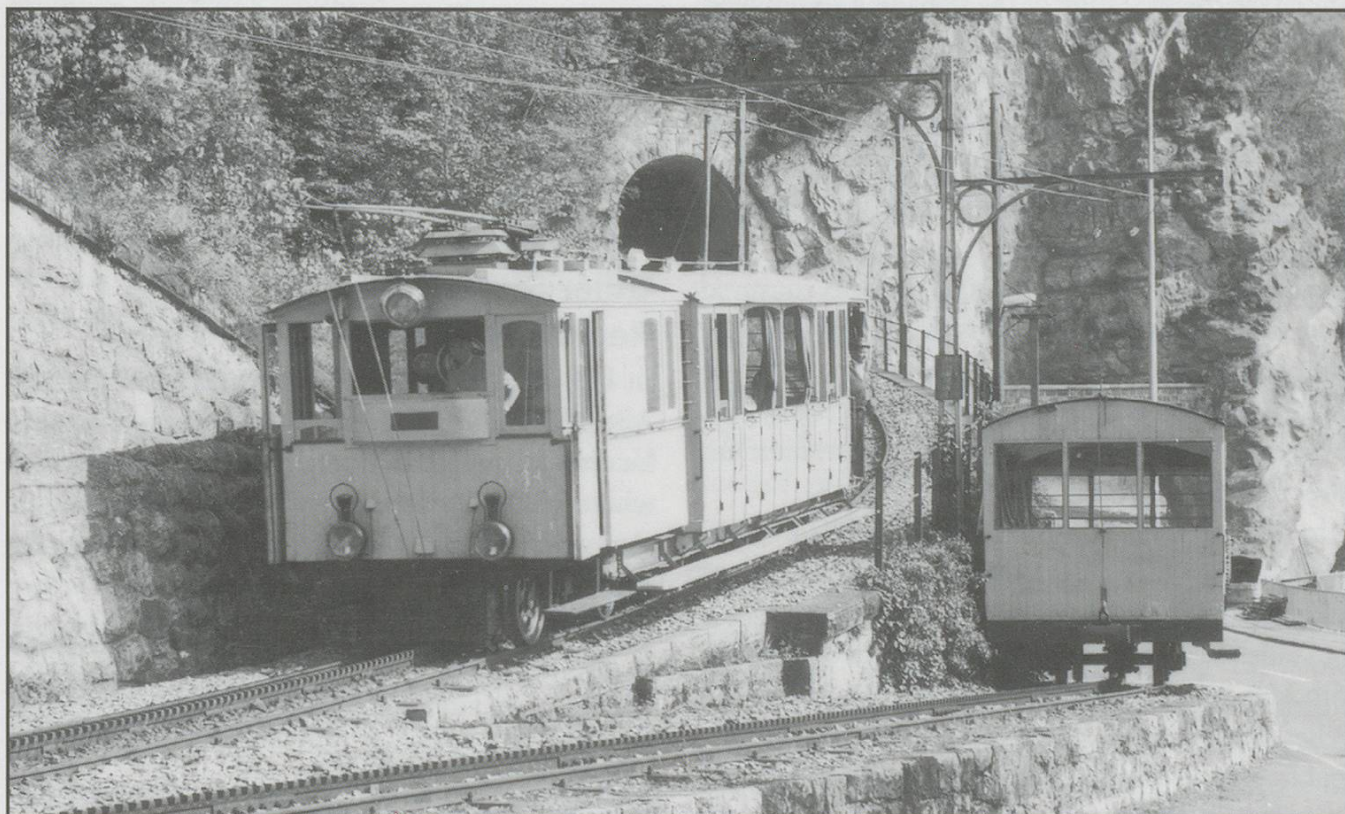


### ALPINLINE-A NOTE FROM PETER BRETT OF WINCO

ROCO told me that when they took over the AlpinLine range they only made short production runs and it didn't sell very well (not surprising really as all they did was to reproduce existing models). I believe if they had produced some new ones - RhB Cement Wagon / new loco etc. the system would have taken off again. As far as I am aware the current range will be run down until existing stocks have been cleared from the factory. There are no plans to re-run anything although there are supposed to be 4 wagons, 2 of which are "Cargo Domizil" vans being made for the Swiss market.



Two digital images by Stephen Barnes, photographic editor. **Left:** SOB Re4/4 in SEEDAM livery at Samstagern. **Right:** A view from and through the front of a DB ICE. The pictures were taken in May 2000.



Train on the Zahnradbahn Brunnen-Norschach-Axenstern approaching the Brunnen terminus. 8/1967

Photo: David Brooks