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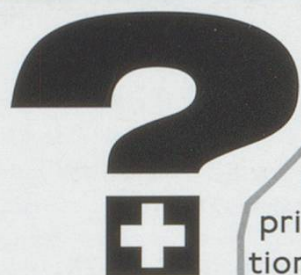
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THE QUESTION IS?

Swiss Express regularly receives queries on many subjects. Often, however, a question is asked and the answers dealt with privately. Well we all want to know, at least I do, and so this section was born. Send your queries in, we will publish them and hopefully someone will write in and let all of know the answer. It isn't an agony column, neither is it a request column about hotels, cheap flights and general travel enquires. For the moment these will stay in the letters column, but you never know, perhaps we will start something on those lines too. Write soon to the usual address on page 1. To kick off, one from Michael Farr.

From: Michael Farr - Callington

C de F Clarens-Chailly-Blonay

I have recently acquired for my collection a flimsy (torn) paper ticket for a journey on the Chemin de Fer Clarens-Chailly-Blonay. Does any member know whether this was a true railway or a tramway operation and when it closed?

Presumably one could trace its route from the stages listed on the ticket, which include Cl. Deb and Cl Gare through Pertuis, Baugy, Saussaz, Chailly, Font(anivent, where it presumably connected with the MOB) and Brent to Blonay. The service between these places is shown in the bus pages of my 1959 timetable as operated by the Société Cooperative pour un Service d'autobus Clarens-Chailly-Blonay à Montreux.

I should also be interested to know if there is a concise book listing opening and closing dates of the myriad of Swiss railways and tramways, or a directory with similar information about individual rail stations - on the lines of R V Butts' listing of British stations.

ANSWERS TO: *SWISS EXPRESS* AT THE ADDRESS ON PAGE 1.

AND NOW AN ANSWER TO A QUESTION POSED IN THE LAST EDITION BY
NORMAN LAIRD ABOUT THE FORMER MODEL RAILWAY IN LUZERN

From Geoffrey Kichenside - Bovey Tracey

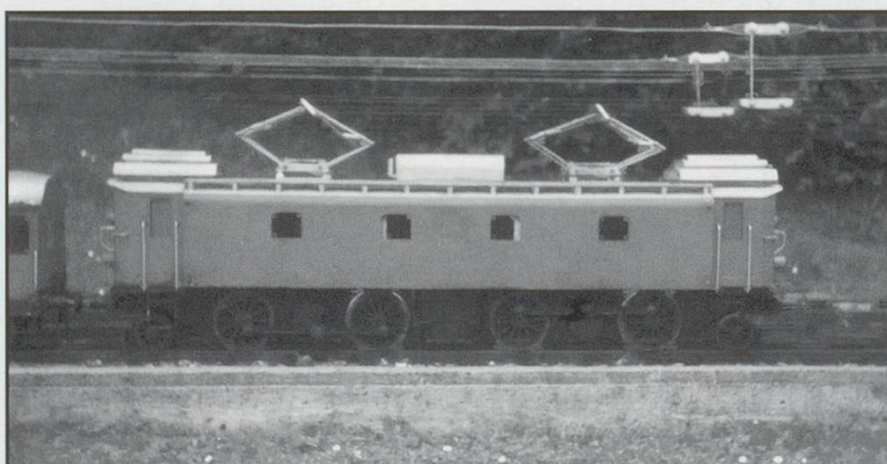
RhB restaurants and the Model Railway in Luzern

In answer to two points raised in letters in the December issue, a colleague has just returned from a Swiss holiday over Christmas and New Year 2002/3 and tells me he took refreshment at Samedan station buffet. It had clearly been refurbished and he thought enlarged, but definitely up and running.

Norman Laird's query about the model railway near

The close-up view of a model Be 4/6 in red was many years ahead of Swiss Federal Railways' general change from green to red livery.

All photographs by Geoffrey Kichenside



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- Erstfeld Station.** video & DVDR 85mins 030En £ 11,75
At the "base" of the Gotthard line, in Erstfeld the gradient gets serious. Locomotives are exchanged, helpers are coupled. Film is recorded between 1997 and 2001. With subtitles.
- Arth-Goldau station.** video & DVDR 032En £ 10,75
We visited this station in the summer of 2000 on the connecting point of the Zurich and Luzern lines towards the Gotthard. Different livery of SBB, SOB, BT, and the Arth-Rigi-Bahn with a steam engine.
- Specials on the Gotthard.** video & DVDR 54min 034En £ 11,75
All the "specials" we filmed on the Gotthard brought together in one film. Including the 1997 classic Gotthard-Expresses with crocodiles and steam engines. With subtitles.
- A summer evening in Wassen.** video & DVDR 57mins 038En £ 11,95
Filming "after dinner" on different locations showing a vast variety of trains. BLS locos visited the Gotthard; a rail crane is set up for maintenance, with night shots. With location maps
- Chur station in winter.** video & DVDR 59mins 044En £ 10,95
We visited Chur in January 2001 and filmed a great variety of rolling stock from the SBB and Rhätische Bahn from different positions, including night shots. The majority of the recordings are of the RhB.
- Snow in Andermatt.** video & DVDR 75mins 046En £ 10,95
Filmed in February 2002, on a day with heavy snowfall walking around the station and overlooking Andermatt from the Oberalp Pass. With location maps.



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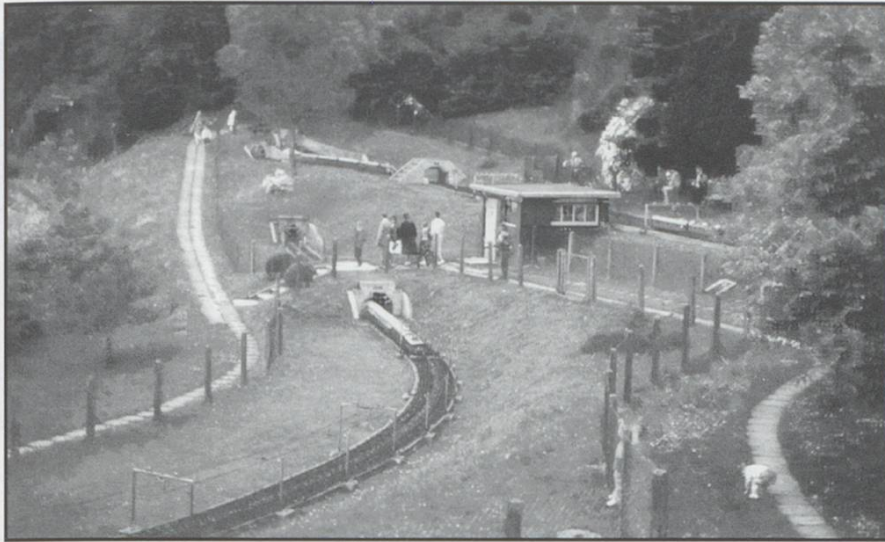
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View of the Dietschiberg model railway near Luzern showing the location of the line in Herr Oswald's woodland and grass garden with the curving slopes forming a railway amphitheatre.

Luzern clearly refers to the extensive line that ran on the Dietschiberg. It was situated near to the top station of the Dietschiberg funicular, with the bottom station about a bus-stop or so before the Transport Museum on the way

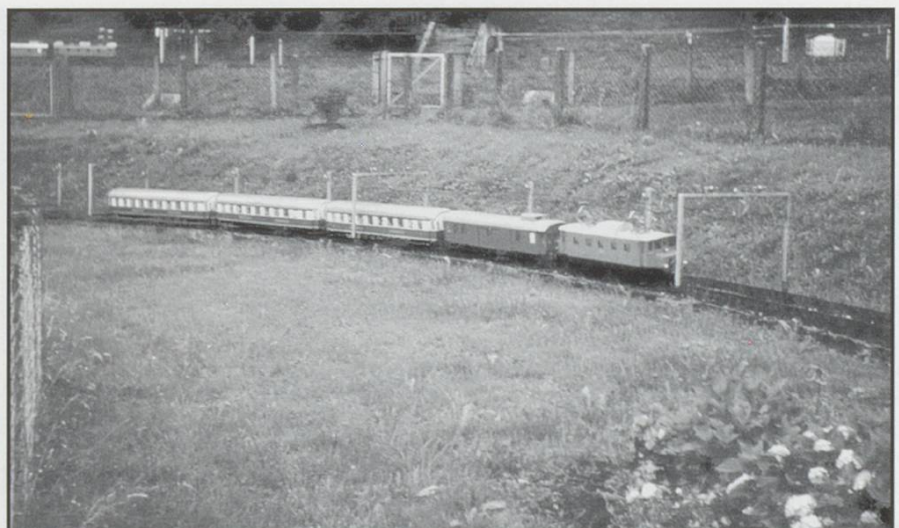
out of the City. Alas I suspect it is no longer there, or if it is then not open to the public. I was in Luzern in 1998 and interested in seeing it again having previously been there in 1971 and 1963. But in 1998 the Tourist Information Office staff did not appear to know anything about it and seemed not to have heard of it and it no longer appeared on tourist maps of Luzern.

It was built and owned by Dipl.-Ing A. Oswald, probably in the mid 1930s as some of the tunnels have a date of 1935, with an extension about 1946. At one-tenth scale the gauge matched was 143.5mm ($5\frac{21}{32}$ in). It had overhead catenary electrification and at mains voltage 220V which meant having secure fencing to keep visitors straying from the footpaths on the grass slopes. One of the features was the tunnels for the turning loops, including under Herr Oswald's house, presumably through the basement, which beyond the portals were large enough to walk in for maintenance, which he explained to me during my 1971 visit. The accompanying photographs were taken in 1963. It was a remarkable line and very sad if it no longer exists.

May I raise a query of my own? Nearer to the Transport Museum there used to be a passenger carrying miniature railway, the Bruder Brast Bahn, (BBB) built by the brothers Brast. It had two tracks, one of 15in gauge on which I saw a quarter scale Swiss style locomotive, and a 7in gauge line with, remarkably British locomotives including a Bassett Lowke Royal Scot and a Flying Scotsman which I believe the brothers built. With the development of the Museum the miniature railway closed as far as I know, but where did the stock go? Again I saw it in 1971 but cannot immediately find my photographs I took then.

I have heard suggestions that it moved to 'NW Switzerland' but does anyone know where?

Note from Andrew Russell:
ikeaz.free.fr/suisse/dietschiberg01.htm
 is mildly interesting on the funicular and appears to give a fairly up to date account.



The closer view of one of the trains shows one of the many liveries carried on the trains which did not always reflect their full-size counterparts.