

# Travel, sex and chocolate : the perfect combination

Autor(en): **Farr, Michael**

Objektyp: **Article**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): - **(2003)**

Heft [3]

PDF erstellt am: **21.06.2024**

Persistenter Link: <https://doi.org/10.5169/seals-855148>

## **Nutzungsbedingungen**

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

## **Haftungsausschluss**

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.



MOB Ge4/4 8004 in the Cailler livery at Broc on the day of the inauguration, 6th June 2003.

Photo: Peter Federmann

An invitation to attend the unveiling of a new livery for an MOB locomotive at the Nestlé-Cailler factory at Broc brought together two of my great loves - railways and chocolate. The lure of the naming being carried out by Miss Suisse added an extra dimension to the appeal of the event!

Although aimed primarily at invited guests of Nestlé-Cailler and MOB, the excursion was advertised to the general public as part of the celebrations for the centenary of the opening in 1903 of the line between Les Avants and Montbovon; paying guests paid SFr 100, with a SFr 20 supplement for first class.

I was staying in Bern, researching for my next *Swiss Diary*; so it would have been a very early start to reach Montreux at 08.46 in time to board the special train to Broc-Fabrique.

However, a check of the timetable showed I could easily reach Bulle in time to meet the train there at 09.45 - and I had a choice of two routes, the express bus from Fribourg or the train via Romont.

The Transports Publics Fribourgeois (TPF) service from Romont to Bulle does not, surprisingly, run every hour, so I plumped to take the bus on the outward journey when timely arrival was essential and to return by the train.

Thus I was on the platforms of Bulle station, camera poised, in good time to see a rake of Golden Pass line coaches and the two vintage Pullman cars normally rostered for the weekly Chocolate Express from Montreux arrive behind a 6000 series GDe4/4.

I had been asked to report to the *bleu foncé* coach so, while the loco ran around the train,



The newly outshopped Cailler locomotive.

Photo© Golden Pass Services

I was welcomed by Hans-Jürg Spirgl and his colleagues from MOB. I was given my ticket for the day, sadly not a traditional Edmondson card but none-the-less most collectable, and served coffee and croissants.

Once the regular train had cleared the section, we set out along the quiet branch to Broc-Fabrique which, I was told, had opened in June 1912. Those who have read my *Swiss Diary*

concerning my very first visit to the branch may recall that then I alighted at the Village station, forgetting that the train continued to the Nestlé-Cailler factory and so I had to return the following year to complete my coverage of the whole line. (That Christmas one of my regular correspondents, Klaus Matzka of Vienna, sent me a special card of Broc-Fabrique in the snow!) Today I was to achieve something better, for our

Miss Suisse after unveiling the new livery.

Photo© Golden Pass Services



train was drawn ahead of the passenger station onto the rails immediately in front of the Nestlé-Cailler factory.

Here we all alighted and were ushered into the visitor centre of the original Cailler factory, which was founded on this site as long ago as 1898. Alexandre Cailler, grandson of the man who founded the firm in 1819, decided to move his factory from Vevey to be nearer the milk supplies he

required and to bring much needed employment to a rural area.

The station pilot at Broc, Te 4/4<sup>1</sup> 13 propelled the coaches further into the factory rail system, some of them actually being inside the sheds. The press release told us that these buildings normally receive one or two wagons of raw materials each day and despatch on average three or four wagons containing the familiar packs of chocolate. The outward traffic can at busy times consist of as many as 10 wagons, all of which are destined for a logistics centre at Spreitenbach near Zürich.

I watched a demonstration video, walked swiftly past the demonstration machinery stirring the luscious brown liquid and into the sampling room, where we were invited to try the whole range of chocolate. Remembering that I was nominally on a diet I tasted only a few samples and found my way back outside in time to see new loco arrive, the sides shrouded in white curtains.

By now the VIPs were gathering and protecting Miss Suisse from the rest of the crowd. At about 11.15 the usual speeches began, highlighting the long collaboration between the company and the railway and the importance of both the factory and its visitors to the local economy. We were told that the Chocolate Express which runs from Montreux every Wednesday in the summer (and on Mondays as well in the height of the season) had been operating for 15 years and had so far carried more than 20,000 passengers.

When all the VIPs had had their say, Miss Suisse was invited to pull the cords so that the white curtains dropped from the locomotive to reveal the very colourful design underneath. The illustrations show a large range of Nestlé-Cailler chocolate packaging and pictures of popular tourist destinations, all on either a red or gold background.

I had actually seen the loco, Ge4/4 8004, as I passed Chernex on my Golden Pass journey on Tuesday. Finished without lettering or

designs but (presumably) sprayed half gold and half red, it was backing into the works, ready to receive the vinyls.

As an army of photographers, professional and amateur, lined up, Miss Suisse was handed a stationmaster's baton and an MOB uniform hat, which she evidently declined to wear! As they did not fancy breaking a bottle of champagne against their newly liveried locomotive, I gather the idea was for her to use the baton to break a huge model of a milk churn made of chocolate; in the event the churn remained intact and in the heat of the day was probably beginning to melt!

It had been brought to the ceremony by a miniature pony and cart accompanied by traditionally clad attendants to add to the photographic appeal - and then three Alpenhorn players began to serenade us with their deep melodic tones.

After drinks and nibbles at Broc the invited guests were due to board the train to return as far as Gruyères for an afternoon buffet at the Maison de Gruyère but due to a misdemeanour earlier in the week (I had left my camera on the train) I needed to return to Bern in time to collect it before the lost property office closed for the Pfingsten holiday weekend.

I therefore walked to the station and boarded TPF BDe4/4<sup>1</sup> 141, still in the familiar orange and grey GFM livery. At Bulle I changed to the Romont standard gauge TPF train, two coaches propelled by ex-Db Ae 417 192.

Thus ended my moment of glory, being in the presence of Miss Suisse - and of course being present at the loco christening ceremony and visiting the chocolate factory.

Now that I am a collector of Swiss outline HOm models (since buying the special van on sale at the Ferrovia Mesolcinese shop at Cama two years ago) I shall wait avidly for Bemo to produce this MOB loco in its new livery.

# Swiss Railways: our specialty

## **DVD - Railways of Switzerland (BP960) £ 17,50**

This DVD provides an overall view of the Swiss railway scene. With lots of interesting items, such as the shortest standard gauge rack railway, spectacular mountain passes, tunnels, viaducts and remarkable structures. Interactive, playtime about 90 min. Not available on VHS.

## **DVD - Winter on the Bernina (BP 870) £ 18,95**

Tight turns, breathtaking drops and magnificent views on the 61 kilometre rail link between St. Moritz and Tirano, which first opened in 1906. This film shows the many faces of a winter on the Bernina mountain massif between Pontresina and Poschiavo. Interactive, playtime about 80 min.

**Also available on VHS (BP 861) £ 17,75, playtime about 55 min.**

## **DVD - Rhaethian Railway Odyssey (BP 740) £ 18,95**

In 1889, the Landquart Davos Bahn, forerunner of the RhB, began opening up the district of Graubünden, Switzerland's largest canton in the Southeast. This elaborate production presents the famous metre gauge trains in majestic mountain scenery during all seasons. Contemporary footage, showing highlights of every line in the 245 mi. network, is enhanced with stills and archive material, some of it dating back to 1927. Interactive, playtime about 100 min.

**Also available on VHS (BP 731) £ 17,75, playtime about 80 min.**

## **DVD - The Steam locomotive (BP 900) 2 DVD's in 1 Box £ 26,50**

DVD 1 technology, DVD 2 practice.

While steam locomotives have virtually disappeared from the European landscape, their magic spell still holds all of us enchanted, even those who never saw the engines in actual service. DVD now makes it possible to enjoy their full sound and glory in a new way; a way you will like. Steam technology is explained simply, the pictures tell the rest of the story. Interactive, playtime about 160 min.

Not available on VHS.

## **DVD - A rail tour through the Ardennes (BP 690) £ 17,50**

The Ardennes region, with the lush green valleys of the Meuse, Ourthe and Amblève rivers, also boasts a fascinating rail network. Not interactive, playtime about 50 min.

**Also available on VHS (BP 881) £ 14,25, playtime about 50 min.**

*To be released on DVD in September 2003:*

## **DVD - The Albulabahn's centenary 1903-2003 (BP 930) £ 18,95**

**special price - subscribe till 31.8.2003 £ 18,00**

Opened in 1903, this one must rank among the top scenic and engineering marvels of Switzerland. The history of this 100 year old line is illuminated with historic sequences as well as contemporary footage.

The DVD portrait of the Albula is enhanced with special features on freight traffic, car ferries and the famous Bergun-Preda toboggan trains that run during the winter months. Interactive, playtime about 90 min.

**Also available on VHS (BP 941) £ 14,25, playtime about 50 min.**

**special price - subscribe till 31.8.2003 £ 12,50**

**All titles are English spoken!**

For UK dealer information:

**www.mixmediastore.com**

Van den Burg beeldproducties, Rietschans 72a, 2352 BB Leiderdorp, Holland.  
tel: 0031-715818181 fax: 0031-715818180 Email: info@mixmediastore.com



**beeldproducties**



CJ Class BDe 4/4 no. 633 at Glovelier 24th June 2003. One of the new low-floor Stadler units on the Jura system.

Photo: David Edwards

The new Südostbahn livery has now been applied to a former RM Re4/4 on long term hire to the SOB. The livery was unveiled at a recent presentation held on 11<sup>th</sup> July 2003. It is a huge improvement over the overall advert liveries, but which bring in much needed revenue.

Photo@SOB

