

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2003)
Heft: [3]

Rubrik: The question is?

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: 08.12.2025

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



THE QUESTION IS

IF YOU WANT TO KNOW SOMETHING OR HAVE THE ANSWER TO A QUESTION POSED BY ANOTHER CORRESPONDENT THEN WRITE TO OR EMAIL US AT *SWISS EXPRESS*. THE ADDRESSES ARE ON PAGE 1 OF THE MAGAZINE.

From: Christopher M Rosindale

I have been reading with great interest the letters regarding the Clarens-Chailly-Blonay tramway, which have appeared in the recent edition of *Swiss Express*. While surfing the internet recently I discovered that Blonay Commune has its own website, www.blonay.ch, in which is a page devoted to the CCB tramway. On this is a collection of photos, most of them vintage, together with some historical information. Of the photos, one shows the tramway running into Blonay CEV station alongside the Blonay-Chamby line. All traces of this have now disappeared beneath the widened road, leaving just the BC line running out alongside it. I've included this picture as an attachment. In addition to the CCB there are also several pages devoted to the CEV lines, which run through the village, including the Blonay-Chamby. The pages can be found at:

www.blonay.ch/b500_droite.htm

Give them a whirl as they have a lot of information and many interesting pictures.

Also of great interest to me was the first part of the article on the Steffisburg-Thun-Interlaken tramway and this has prompted me to mention a piece of information regarding the possible survival of one of its trams, no. 4, which is mentioned in the 1984 edition of R.J.Buckley's *Tramways and Light Railways of Switzerland and Austria* as being part of the collection of the Verein der Kärntner Eisenbahnfreunde at Klagenfurt. I would be interested to know if anybody in the SRS has seen this vehicle there and could confirm this listing. It is listed as Innsbruck no. 61, M4d, built 1913 by Crede, ex-Thun STI 4.

From: Edward Vaughan

Michael Farr asks for information on the Chemin de Fer Clarins - Chailly - Blonay and a book giving historical dates.

Taking the second question first may I suggest the book *Schienenetz Schweiz*. This gives the opening and closing dates of lines as well as information on tunnels, bridges, electrification and other useful details. It does not detail the opening and closing dates of stations. My copy dates from 1980 but, I believe, it was reissued and updated about five years ago. The Question Is, why have I not bought a copy and can I get it in Britain?

From this book the following points can be found on the CCB railway. It was opened on 23rd November 1911 and was electrically operated from the beginning. Power was 750V DC. The line was closed on 31st December 1955. The book infers that this was a proper railway and not a tramway.

From: Derek Askew

I have an old copy of the Light Rail Transit Association's *Tramways and Light Railways of Switzerland and Austria* by R.J.Buckley, and the Clarens-Chailly-Blonay (CCB) is there listed as a Tramway although the author does state that some of the undertakings shown do appear both in tramway and light railway lists, with unfortunately no absolute classification.

Other details about the CCB state that the electrically powered, metre gauge line was opened on 23rd November 1911 and closed on 31st December 1955. Total length was 5.63 km.

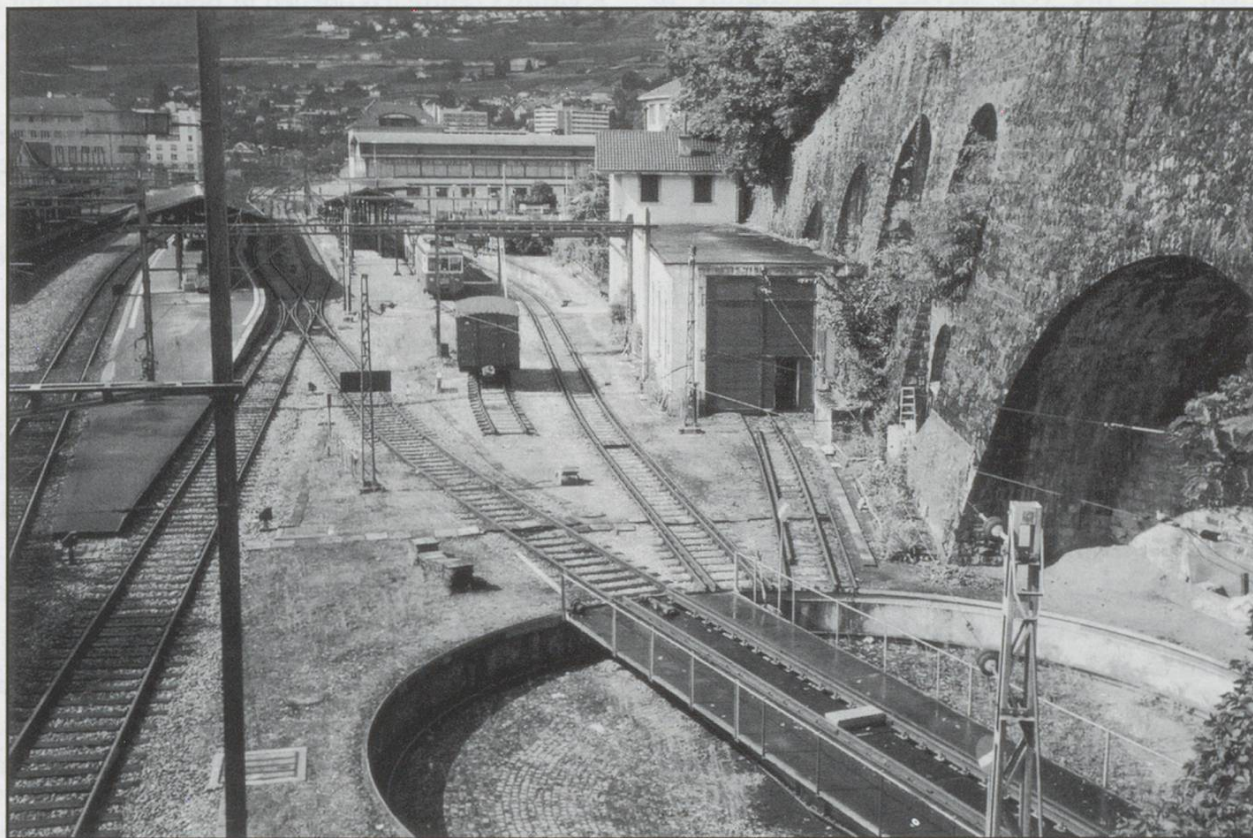
And now a question of my own; do any of the four twin-axle electric rack locomotives, type HGe 2/2, built for the metre gauge Schöllenenbahn and later taken into the Furka-Oberalp stock still exist anywhere (e.g. in a museum), or were they all scrapped?

From: Michael Feaver

Can any member tell me what is being done on the north side of the main line northeast of Geneva station? In places it seems that space is being made to double the track, but then it fades out, and anyway nothing seems to have changed for some time!

From: Douglas Hughes

1. I enclose a photo of the dual gauge turntable at the Eastern end of Vevey station. Are there any other dual gauge turntables in Switzerland?



2. Behind the buffet restaurant by the BOB station at Burglauenen there is a narrow (?60cm) gauge railway line that runs parallel to the black Lütschine River on a ledge cut into the mountainside. What is the purpose of this line and where does it go? It is not shown on the 1:25000 scale map.

From: Peter Valentine

Is any reader able to identify the railway (Swiss or not) that features in the opening and closing sequences of the film *The White Tower*, which is shown from time to time on television?