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Observation platform at the Klein Matterhorn.

Photo ©: Christof Sonderegger

in the upper 90s in Oxshott this summer (2003) which was unbearable!

A final excursion whilst in Zermatt took us by train and coach to Chamonix, starting off with the train to Täsch. From there the coach took us to Martigny where we joined the Martigny-Châtelard train to Chamonix, for some reason changing trains in Châtelard. Our journey all the way back to Täsch was by coach.

The SAGA holiday ended with a train to Brig and another on the BLS to Zürich, in both of which trains we had reserved seats.

My wife and I stayed in Switzerland for

another few days with Swiss friends, this time travelling everywhere by car. The nearest I got to the railways was on a journey to the glass factory in Hergiswil, when our road ran for some distance alongside the SBB Seetalbahn from Lenzburg to Luzern, keeping company with a very modern unit, No 520 005-0.

Our final journey to Zürich airport was by car, but I can commend the SAGA holiday experience to anyone who, like me is getting rather old, and who enjoys the business of organising a holiday being done by someone else who is experienced and efficient.



THE QUESTION IS

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

FROM: GARTH JENKINSON - MELBOURNE, AUSTRALIA

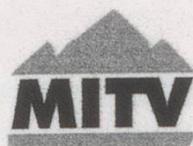
Who owns these ex-SBB locomotives?

On Monday 2nd August 2004 at about 1645, my wife and I were sitting in a train in Potsdam station on the outskirts of Berlin. A special passenger train hauled by two ex-SBB Re4/4¹ locomotives passed us, heading away from Berlin. Unfortunately it all happened within a few seconds, so I had no time to note details or take photographs. One locomotive was dark blue, Mark 1 first series with end corridor connections, and still carried its old SBB number, probably 10008, on the side. The other locomotive was also Mark 1 first series, not blue but from the very brief glimpse I cannot now recall its colour. I'm unsure of the passenger coaches, which may have been dark blue and probably not of SBB origin. If any reader can provide more information on what this train may have been, and who now owns the locomotives, I would be very grateful.

FROM TONY ROWBOTHAM - ST ALBANS

Rail length

Would any reader be able to tell me what length were the rails used by the SBB in the 1930s?



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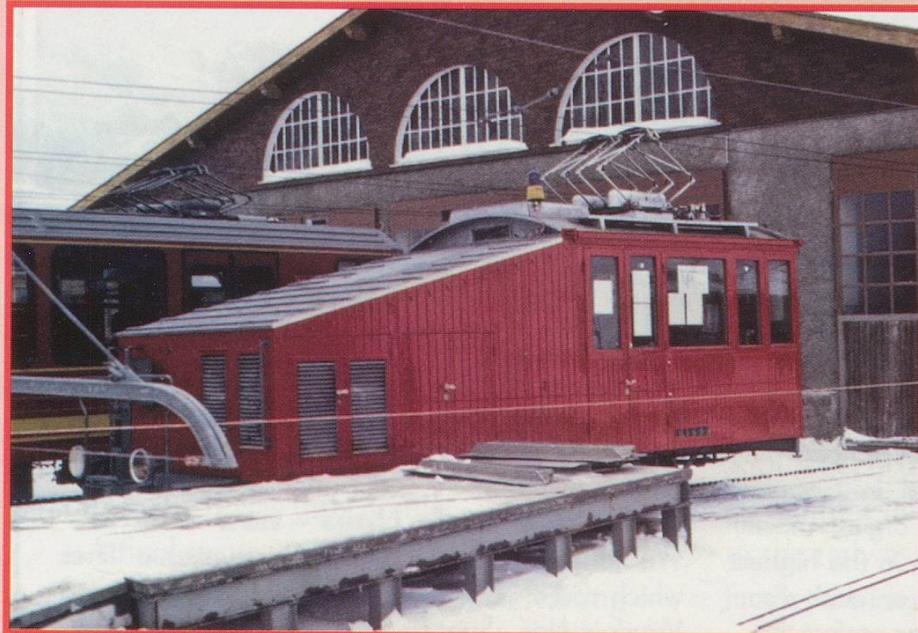
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WAS IST ES? / QU'EST CE QUE C'EST?



FROM GEORGE HOWE:

In January 2003 the SRS London branch held a members slide evening "Switzerland in the Snow". The picture below is from one of my slides and was taken on Saturday 5th February 1994, when I attended my personal highest altitude ever depot and works open day at Kleine Scheidegg on the Jungfraubahn. This included the lower depot, which is partly located and built in the mountainside. The JB used this same occasion to launch their then new trains as seen behind the mystery vehicle; they were used on free Shuttlezugs from Kleine Scheidegg to the works at Eigergletscher.

I think I hold the record in the London branch for having this picture on the longest amount of time, while everyone tried to work out what is it? We had many guesses, but no one really knew. Alan Snowdon wrote to a friend in Switzerland, our friend and Swiss member, Beat Feller, who came up with information of what it actually is, what it is used for, and how it works. Do you know? The answer will be published in the next Swiss Express.

WO IST ES / OU EST IL?

Dieser Stein stammt aus der Anfangszeit der Eisenbahn. Er wurde 1856 an dieser Stelle angebracht und sollte als

"Kilometer Null"

den Ausgangspunkt der Kilometrierung des gesamten schweizerischen Eisenbahnnetzes bezeichnen. Anfänglich wurde diesem Prinzip nachgelebt, später musste es aber wegen der immer grösseren Ausdehnung des Netzes fallengelassen werden.



Ron Smith took this picture, it is one photo which I have cut into two for space reasons. Where is it? I know and he knows, do you? Answers please to the Editor!