

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2007)
Heft: 76 [i.e. 92]

Artikel: Schaffhausen
Autor: Fisher, Martin
DOI: <https://doi.org/10.5169/seals-854760>

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](#)

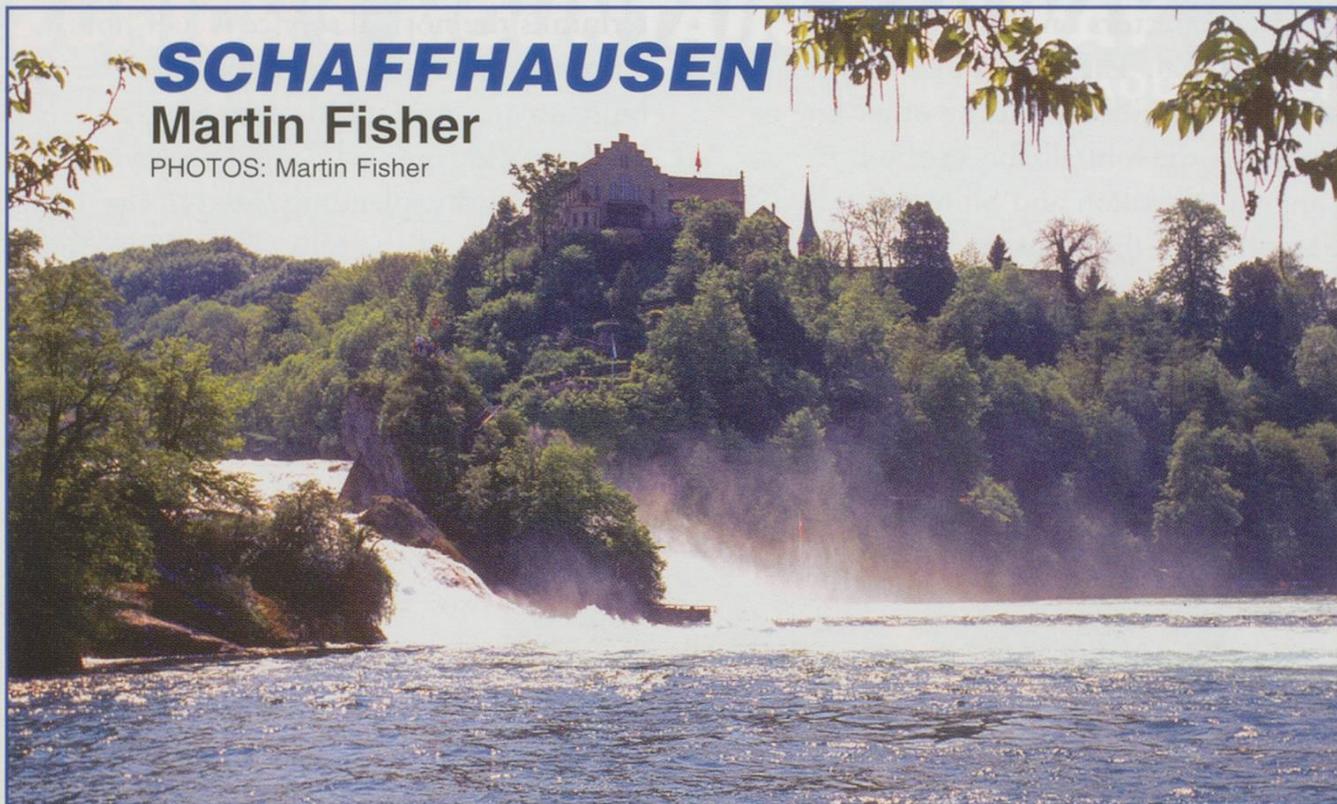
Download PDF: 16.03.2026

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

SCHAFFHAUSEN

Martin Fisher

PHOTOS: Martin Fisher



The northern shore, below Neuhausen, offers a totally different perspective. In the trees half way up the bank on the opposite side is the halt and, higher still, Schloss Laufen.

Most tourists, certainly those from the UK, arrive in northern Switzerland and promptly head southwards into the Alps. Some will make an overnight stop in Basle or Zürich because of flight times. But a city break, or a side trip, to Switzerland's northern-most city gives an opportunity to see a corner of the country that the 'normal' tourist will miss. Many people, even if they have heard of Schaffhausen, may dismiss it as an industrial centre. Indeed, in nearby Neuhausen, the Schweizerische Industrie Gesellschaft (SIG) has produced many of Switzerland's railway carriages, whilst Schaffhausen's proximity to the German border possibly explains why the USAF mistakenly bombed the city at the end of WW2 with a loss of over 100 lives. No other community in neutral Switzerland suffered in this way.

However, like so many Swiss towns, merely to change trains here would mean missing a lot. Leave the station, cross Bahnhofstrasse and then turn left down either Schwertstrasse or Oberstadt. These lead into Fronwagplatz and one of the best preserved historic townscapes in the whole country. There are countless medieval



Fronwagplatz, Schaffhausen. The fountain with its Moorish king dates from 1535.

buildings in the old town centre, with over 170 oriel windows and several fountains to admire as well as the All Saints Cathedral (Munster zu Allerheiligen) with its associated tranquil Romanesque-Gothic cloister. The Munot is a unique fortress with fine views over the surrounding area. There are also excellent cafes and a well-stocked model shop! Not far away is Neuhausen and the celebrated Rhine Falls.

For anyone not staying in the city and travelling out from Zürich the best



Schaffhausen trolleybus 117 in Neuhausen on Schaffhausen's route 1 from Herbstacker to Waldfriedhof. This route stops outside Schaffhausen station.

way to photograph the Falls in the morning is to go to Winterthur and take the branch train destined for Schaffhausen (hailed by RBe4/4 540034 on the day of our visit in April 2007). From April-October, alight at the little halt Schloss Laufen am Rheinfall and take the short path down to the viewing platform right beside the Falls. The river only drops 23m but the falls are 150m wide and are an incredible sight. Fascinating too is the passenger ferry which crosses the river immediately beneath the falls and provides access through the spray to a viewing point high up on a rock in the middle of the river.

After you've taken several photos, you then discover the path climbs to Schloss Laufen via higher views across the Falls. The blocks of flats on the far side in

SBB RBe4/4 540034 creeps round the curve into the halt at Schloss Laufen am Rheinfall on a Winterthur-Schaffhausen working on 27 April 2007. The Rhine Falls are behind the photographer and can be reached by a short path which descends from the halt.

Neuhausen do detract a little but you might be lucky to get a distant view of a train on the Zürich-Schaffhausen mainline or perhaps a DB train even higher, on the horizon. The Zürich line largely offers Class 460s and the odd Turbo unit. Around late lunch time we did see a freight heading into Schaffhausen but not soon enough to identify what was at the business end.

Walking through the Schloss gives a brief glimpse of the halt mentioned earlier before one descends to the path which uses the bridge taken by the Winterthur branch to cross the Rhine. On the far side the path descends to the river once more and a whole new series of views of the Falls, this time with Schloss Laufen providing the backdrop. For photographic purposes, it is best to be on this side after midday.



A path climbs from beside the Falls up to Schloss Laufen. Halfway up there is a view across the top of the Falls. In the middle distance is the isolated rock and viewing platform which can be reached by ferry. In the distance a class 526 Turbo train glides past on the Zurich-Schaffhausen line.

Afterwards, make your way up the hill into Neuhausen and await the trolleybus (Route 1) that will take you into Schaffhausen. The main line train (in our case hauled by 460 065) gets you back to Zürich more speedily than the branch via Winterthur – unless a line up of Ae6/6s in Eglisau or Bülach tempts you to break your journey along the way!

