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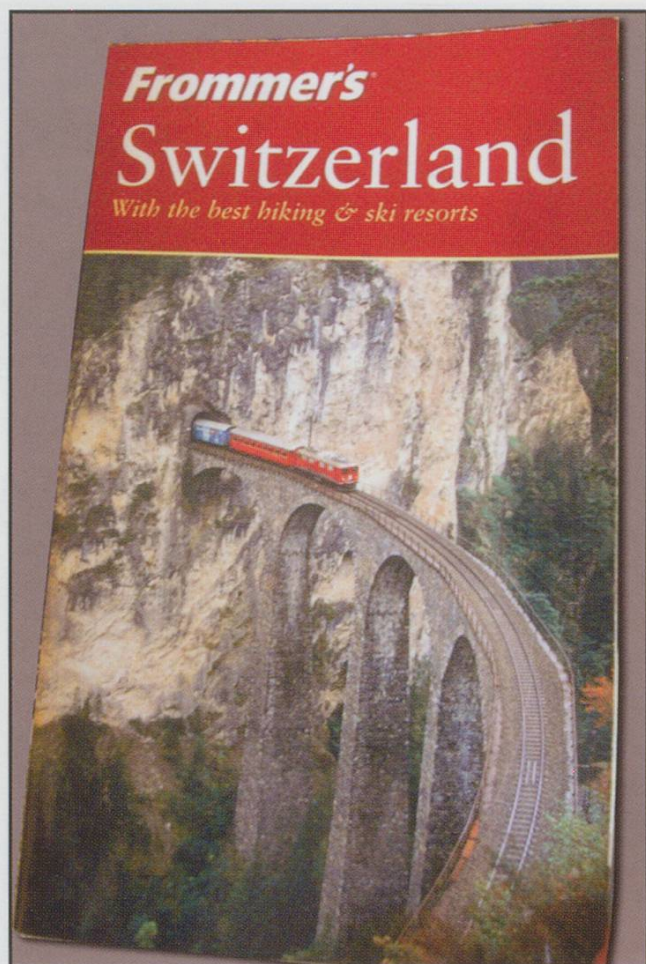
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## **RhB – A Mountain Tramway – a follow-up**

**by Bremgarten**

If you were concerned about the future of the RhB as detailed by Rufus Stone in the last edition, you will be even more worried about the re-routing of the Albula line via the Landwasser valley. This latest image shows that the famous viaduct north of Filisur has been re-aligned to divert the main line north-eastwards, possibly via a new tunnel to join the Arosa line.

The picture was spotted on a well known guide book in the lounge of an Interlaken hotel that advertises in this very publication so it must be true.....or maybe the guide publishers just printed the image the wrong way round. Could you believe anything else in such a guide book?



## **SERNFTALBAHN MUSEUM UPDATE**

**Ron Smith**

SeTB No. 4 is a BCF<sub>e</sub> 2/2 built by SIG and MFO in 1928 at Engi-Vorderdorf around 1969. The unit has been awaiting repair at the Blony-Chamby Museum for 35 years.

PHOTO: Collection of Ernst Leutwiler





SeTB No. 6 is a CFe 4/4 built by SWS and MFO in 1949 and still at work with the Stern & Hafferl organisation on the Achensee line in Austria. The picture is also taken around 1969 at Elm station by Peter Sutter. The red livery comes from the colour of the regional arms Glarus/Glaris/Glarona with the Saint Fridolin in black on the red ground.

Following the note in Sidetracks (Dec. *Swiss Express*) there is a lot to report on this interesting project. Work has been progressing well, with a hardy band of volunteers working on restoring the old goods shed at Engi. Over 300 man hours have cleaned the accumulated dust and rubbish, and more than 30 kilos of paint has been applied! The museum is well on target to be opened to the public on 18th April 2009. An increasing amount of artefacts, pictures and documents are being accumulated for display. Two of the latest are a diesel engine (still full of oil) from a first generation diesel bus and



a horse drawn private sledge. An original lantern from one of the first series of trams, number 2 of 1905 is also ready for display beside many oil cans, big electric instruments, tools for the work-gang, and so on.

## A MOVING STORY

Keith Scotland

### Why a tower travelled from Vitznau to Wissifluh

Vitznau, in central Switzerland, is well known as the landing point along the Vierwaldstättersee from Luzern where thousands of visitors disembark from the lake steamers and take the few steps across

to the trains of the Rigibahnen for a trip up the mountain. Right beside the landing stage is the modern depot of the railway, with its glass walls looking out onto the lake so that passengers passing on the ships of

