

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2009)
Heft: 99

Artikel: Blonay-Chamby news
Autor: Andrist, Jean-Francois
DOI: <https://doi.org/10.5169/seals-854297>

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

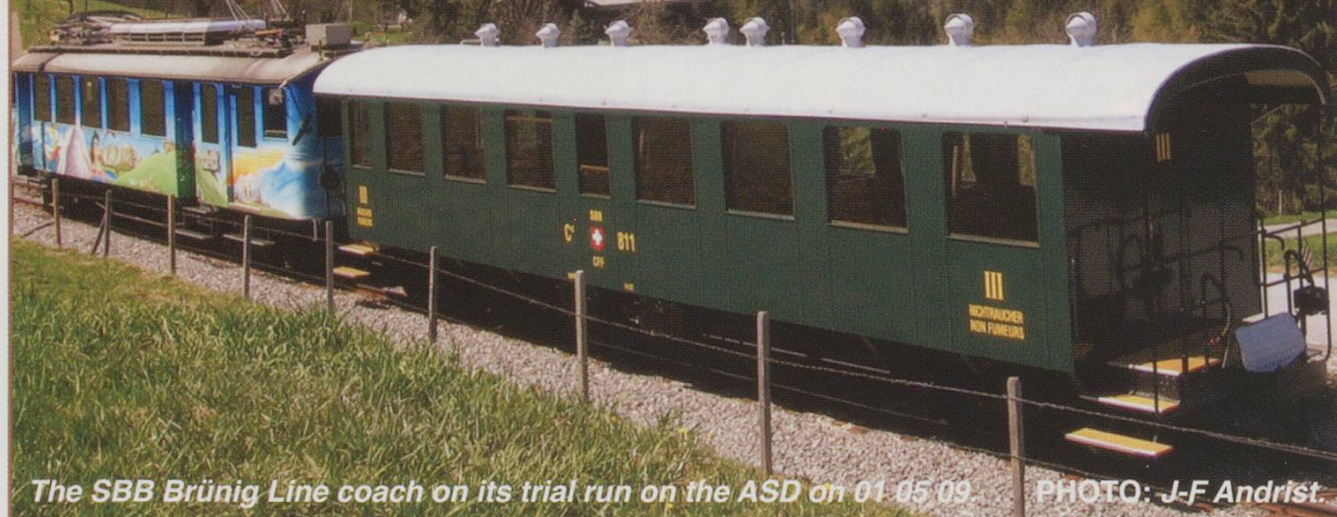
The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 09.12.2025

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

BLONAY-CHAMBY NEWS

Jean-Francois Andrist



The SBB Brünig Line coach on its trial run on the ASD on 01-05-09

PHOTO: J-F Andrist

During the Blonay-Chamby's traditional Whitsun festival, where we enjoyed ideal weather and an excellent attendance, we introduced into the operating collection two vehicles that had been under thorough restoration for some two years.

One was the ex-SBB Brünig Line bogie coach C4 811 built by SIG in 1930. It was later sold to the GFM/TPF, who subsequently gave it to the B-C to be restored at the former AOMC (TPC) shed at Monthey (VS). The vehicle is painted in the traditional SBB green and it can be used either as a passenger car, or exhibition space. Before leaving the TPC it was taken on a private trial run on the ASD from Aigle to Les Diablerets on a gloriously sunny May 1st 2009 hauled by their historic railcar. BDE 4/4 NO.1. The B-C thank the TPC management for their support with this project.

The second vehicle is an open hopper wagon L 153 built in 1903 by SIG for the MOB. This line opened with very sharp curves (which were later removed) so unusually for Swiss metre gauge lines at the time it was supplied with bogies. In the 1960s it was based at Zweisimmen and fitted with a snowplough. In 1979 its number was

changed to X9. One Sunday in the spring of 2007 a B-C member spotted it in the MOB workshops at Chernex where it had not been seen in years, if not decades. This sounded alarm bells as it was realised that it had been scheduled for scrapping, mainly because the journals used friction pads, not conventional roller bearings. Following some frantic phone calls, by midday on Monday a deal had been done and L153, without its snowplough, joined the B-C a few days later. The vehicle was stripped back to the chassis, as all its wooden parts were ready for a bonfire, and rebuilt from there. The bogies were also completely refurbished. In its reincarnation the vehicle will be used for coal transport and storage replacing ex GFM Ek 713 which has been donated to the SABA line in Central France.

Editor's note: "Swiss Express" is grateful for J-F Andrist, the President of the B-C, for supplying this information. We hope that he will become a regular contributor. Also, H0m modellers may be interested to learn that H-R-F (based at Spiez) plan to issue a model of C4 811 later in the year. Their hand-built models are superb, but very expensive, so start saving.