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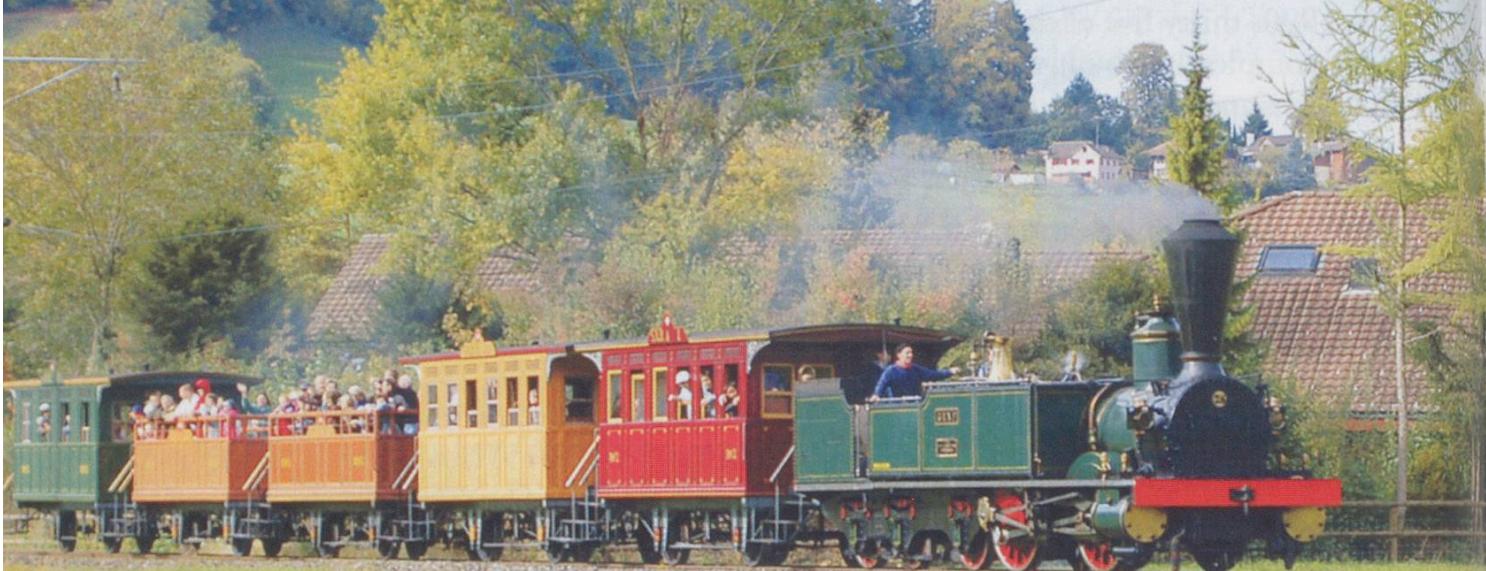
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2009 BAUMA WEEKEND

Keith Scotland



"Gent" Ec 2/5 of 1858, built by Kessler Esslingen, for the SCB, hauling the "Spanish Brottlibahn" set of coaches.

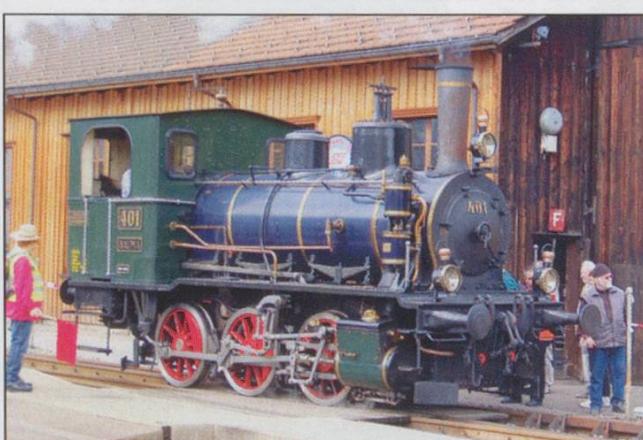
ALL PHOTOS: Keith Scotland

The Dampfbahn-Verein-Zürcher-Oberland (DVZO) was founded following the withdrawal by the SBB of rail services between Bauma and Hinwil in June 1969. This was the section of the Uerikon-Bauma-Bahn (UeBB) that had kept its service after its line from Hinwil to Uerikon (via Bubikon) was closed as early as 1948. After 1969 Hinwil retained an SBB service to Wetzikon and this is now Zürich S-Bahn S14. DVZO started operations in May 1978 and have not looked back. Six pairs of trains per day now run on twelve Sundays between April and October and the last operating weekend is fantastic. This was the case on the 10th and 11th October last year.

No. 401. "Bauma" E 3/3 ex UeBB "Tigerli" built by SLM in 1901.

Bauma, with a population of about 4,000, is located some 40km east of Zürich in the scenic Tössatal where it is served by trains on Zürich S-Bahn route S26 between Winterthur and Rüti (ZH). On this weekend the service was reinforced, with all trains consisting of multiple Stadler GTW units. Bauma has a normal service of three trains/hour; one comes from Winterthur and turns round to go straight back whilst one per hour runs right through, all on a single track line. It is incredible how the DVZO then organised running steam and vintage electric trains along the main line in one direction through Steg to Fischenthal (6 kms), run round and return, and in the other direction through Saland and Wila to Turbenthal (9kms), run round and return, plus trips up the branch to Hinwil (11.3 kms).

The station area at Bauma was packed, with some 1,000 people there on the Saturday (a day of heavy rain) and over 2,000 on the Sunday when we visited. In between all the arrivals and departures many shunting operations were carried out - to ensure there was not a quiet moment - whilst people were milling around in all directions as this went on. It is sad that we apparently cannot do this in the UK any more. There



were trade/association stands selling memorabilia, and a small-scale live steam traction engine pulling two trailers around the car park, the yard and the public road. Also, just a couple of hundred metres away, a sports centre had a large model exhibition (costing CHF 8 to go in) with a large live steam Aster layout in the basement. There were the usual marquees serving beer, and sausages in all varieties, at the station but as we were looking for something more substantial to eat we decided to explore Bauma's facilities: a "pub-type" place - not too clean and full of cigarette smoke; a rather expensive hotel; and a superb tea room attached to a bakery. We would highly recommend this as its fare, service and facilities were excellent.

The DVZO are to be congratulated on their fantastic organisation that brought together the variety of rolling stock ranging from "Genf", the oldest steam loco in Switzerland, through "Tigerli" 0-6-0s to the large BLS brown loco and a sparkling Crocodile. If you can make it along to one of their events you will not be disappointed. They can be contacted at DVZO, Postfach, 8340 Hinwil, or by email to reisedienst@dvzo.ch. Their website is www.dvzo.ch.



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1. Sihlthalbahn FCe 2/4 No.84 of 1924.
2. BT No.15, Be 4/4 of 1932.
3. Be 6/8 SBB crocodile number 13302 of 1925.
4. "Tigerli" E 3/3 No.10, SLM of 1907, with a chemical manufacturer's name on its plates.
5. The mighty Ae 6/8, of the BLS, new in 1939.
6. SMB No.11, Ec 4/5 of 1911, an impressive 2-8-0 tank engine!