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September these had ended although a single roster remained on Route 8 until October. The oldest cars in the fleet are now the first batch of 'Tram 2000' delivered in 1977. However, the observant will note the occasional departmental tram converted from Swiss Standards, and usually in snowplough configuration. +



1. BLT Swiss Standard 'Piggy Bank' trailer Barfusserplatz on peak hour route 17.
2. BVB 461 interior.

3. BVB 458 + 1506 at Barfusserplatz.
4. BVB 458, 1484 trailer at Barfusserplatz – note the low floor entrance section on trailer.

100 YEAR VETERAN RETURNS George Hoekstra

On the 31st March 2011, an important event will be celebrated in Kandersteg: the 100th anniversary of the final piercing of the Lötschberg tunnel. The BLS Foundation for the Preservation of Public Transport Culture and the Local History Association of Kandersteg will also present something quite extraordinary for this occasion: the return of the 100-year-old loco "Simplon No. 1", used in the construction of the north ramp of the Lötschberg line.

The loco was built in 1911 to a gauge of 750 mm by the firm of Arnold Jung at Jungenthal, near Kirchen-on-the-Sieg, Germany. It has had quite a chequered career. Initially it was bought by the firm of Fritz Marti in Bern and resold to contractors Vanni and Basso for use on the north ramp (Frutigen – Kandersteg) of the Lötschberg where it did not stay long. From 1912 – 15 it was used in Biel for the reconstruction of the station and in 1916 it returned to Marti in Bern. The next 24 years was spent around Brig; first at the depot for the construction of the second Simplon tunnel; then working for the SBB building department; finally working for Mineral AG. In 1942 it was sold to the construction company Heinrich Hatt Haller in Zürich who used it during WWII in the lignite quarry near Zell (LU). After the war it was no longer in use and in 1966 Hatt Haller

presented it to the Technorama in Winterthur where it was exhibited to the public for a while, and stored out of sight for most of the time. Finally it was offered to the BLS, and then bought by Kandersteg where at the moment it is being cosmetically restored by volunteers. In March 2011, it will most probably find its final spot, weather protected, on Platform No.1 of Kandersteg station. +

Locomotive "Simplon No. 1" being cosmetically restored by volunteers in an army barracks at Kandersteg. As the loco was stored outside for some time while at Technorama, all pipe work will have to be taken off to make sure there is no internal rust.

