

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2012)
Heft: 111

Artikel: Stamp news
Autor: Farr, Michael
DOI: <https://doi.org/10.5169/seals-854368>

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>



Ae 3/6' 10646 on a freight train between Hätzingen and Betschwanden on October 10, 1983.

Glarus; Schwanden, and Linthal Braunwaldbahn.

Apart from short stretches of the Zürich-Chur main line the whole rail network in the Canton now comprises this long branch line, plus the funicular from Linthal up to Braunwald. This was described in the December 2007 Swiss Express. Between 1905 and 1969 the metre-gauge SernftalBahn (SeTB) ran 13km from Schwanden up the valley of this tributary of the Linth, climbing 441m to the resort village of Elm (962m). At Engi, halfway along the Sernftal, there is a small museum based in the former SeTB goods shed that recalls this little line. At Oberurnen Eternit AG, manufacturers of fibre cement roofing and cladding materials, once operated a 600mm-gauge industrial line that also ran along a street linking the SBB line at Nieder-und-Oberurnen station with their works and storage facilities. 

STAMP NEWS

Michael Farr

Stanserhornbahn

© SwissPost

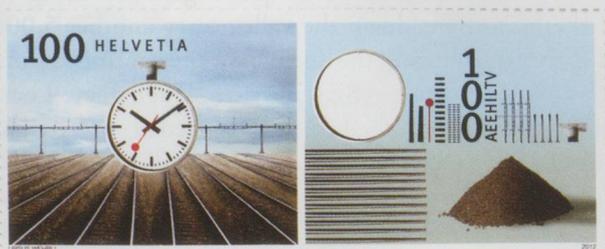


With a CHF1 stamp SwissPost has marked the introduction of an innovative mode of transport that was unveiled by the Stanserhornbahn (SthB) in June. With its concession expiring at the end of 2011 Jürg Balsiger, SthB's MD, and cable car engineer Reto Canale, set out to design a completely new style of vehicle which they describe as a "Cabrio Cablecar". This is a double-deck car, the lower offering a sealed cabin, whilst passengers on the top deck ride in the open air. To achieve this, the cables and gearing are not above the car but on both sides. The SthB is known for its novel solutions

to problems. Originally built as a conventional three-stage funicular opened in 1893, disaster struck in 1971, when the hotel at the summit and its popular restaurant were destroyed by lightning. This was conducted along through the rails also damaging the funicular. Instead of restoring the three sections, they replaced the top two with a cable car giving magnificent views over Lake Lucerne, whilst retaining the bottom stage funicular and marketing it as "old time". The overall journey was speeded up considerably and another benefit was that the service could be maintained for longer as the cable car was high above the snow on the mountainside, which had put the funiculars out of action in early and late season. Another, more recent innovation was the installation of a revolving restaurant, the "Rondorama" at the summit. To experience the "Cabrio" you can reach Stans and the SthB from Luzern, either directly by the Zentralbahn's Engelberg service, or by ship to Stansstad, joining the train there. Just a 5 minute walk away from Stans station the attractive traditional funicular terminus is where you begin your journey on-board a wooden bodied car (one of which had to be rebuilt after an accident with a lorry on a level crossing), for the 8 minute journey to Kälti. From here the 60-person "Cabrio" will whisk you from 711m to 1,850m on a 2,320m cable. Other statistics are impressive; the journey will be completed in 6¼min. at a speed of 8m/sec. and with each car taking 60 passengers the system should carry 465 people/hour.

SBB Clock

© SwissPost



At the same time as issuing the "Cabrio" stamp, SwissPost re-issued the stamp illustrating the iconic Swiss railway clock - but with a difference. Ursus Wehrli has designed each stamp with two images, one conventional and the other where the various components of the design have been "tidied-up". Thus the station clock is represented by a circle with two black and one red hand plus twelve lines representing the hour markings. The country's name is shown anagrammatically as AEEHILTV! Our modelling members may wish to acquire some of these stamps as I have found that the clock

face image can be used as the timepiece for my HO scale Swiss station buildings. Both stamps will be available at post offices so long as stocks last, and from Swiss Post Philately until June 2013. 