Zeitschrift: Swiss express: the Swiss Railways Society journal

Herausgeber: Swiss Railways Society

Band: - (2013)

Heft: 114

Artikel: A week in Spiez August 2012

Autor: Weaver, Phil

DOI: https://doi.org/10.5169/seals-854203

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

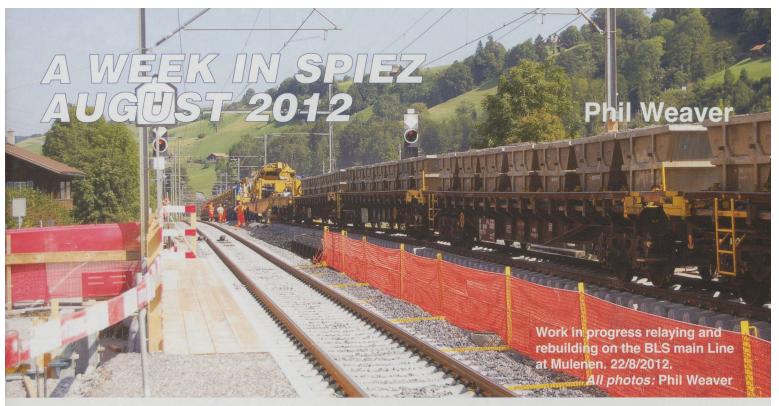
L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées 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: 21.08.2025

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



hen is a week in Spiez a disappointment? Well if you really like Switzerland, never... but if you want to see only a few trains then any week last August. The reason? The line south of Brig was closed during August 2012 for urgent tunnel and track maintenance (at Iselle) so for my week's stay this year there were no freight services, although there was still the local 'pick up' once or twice a week still with Ae6/6 haulage. So, at times, it was like a ghost station once the passenger trains had departed. On one of the roads beyond the platforms were lined up three generations of BLS motive power enjoying a well-earned sabbatical. The loco depot was also full of BLS stock. The enforced closure enabled the BLS to also re-lay some of their main line and rebuild the station at Mulenen with single line working over about 4km. Having said all that, there are still quite a variety of passenger trains to be seen. On the BLS side there are the 'Lotschberger' sets on the old classic route via Kandersteg to Brig; Re4/4s on the 'Golden Panoramic' service from Interlaken to Zwiesimmen and other local services, NINA sets, again on some local services; Re465s on weekend relief services to Brig via Kandersteg. On the SBB side there is both single and double decker stock with Re460 power and ETR 610 Pendolinos on Basel-Milan services. For the third time we stayed in a very comfortable hotel at Hondrich, just eight minutes from Spiez by bus, via the very aptly named

Siberiencurve! It is very comfortable; the evening meals are superb; the landlady speaks very good English, but its main claim to fame is that the price of a large beer has only increased 10 cents in the last seven years!

Did any other members who visited Switzerland in 2012 feel, like me, that it was very quiet? There were no queues on the Rigi, Schilthorn and Schynige Platte and a lot of the trains were comparatively empty. When we arrived at Bachalpsee, on a walk from Schynige

Platte, there were about half a dozen people there. We passed about another ten on the way to First, and had the gondolas down to Grindelwald to ourselves. In the times we have been there previously it was always very busy, especially at weekends. The lake steamers were busy, but never enough to deny us a couple of seats at the front. I presume the world financial situation and the massive strength of the Swiss Franc were the main culprits. Also on the Rigi they were re-laying track at Rigi Kaltbad, with no trains running on the Vitznau section of the line. This meant the only access by train was from Arth Goldau and access from the Lake Luzern side was

via the cable car from Weggis and a walk to or from Rigi Staffel. There were also shuttle buses from the base station at Weggis to the ship station.

RIGHT: Work in progress 2. Relaying on the Rigi at Rigi Kaltbad. 24/8/2012.

BELOW: A line up of BLS Re 465s, Re 485s and Re 4/4s at Spiez station during their enforced summer holiday. 26/8/2012.

