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The RB with its tram-style arched catenary supported on wooden poles is well worth a visit. The line is single track without signals. Workings from Oberbozen to Klobenstein cross at Lichtenstern with drivers swapping trains and driving back to their respective termini – a version of one engine in steam, actually one driver on the line! There are several of the original wooden bodied railcars still running, and these will be kept for running special trains, and for the short Oberbozen to Maria Himmelfahrt shuttle. It is a great experience to ride in these slatted wooden-seated, ornate, classic vehicles. It is a busy railway, now all-passenger, as the road that was built up to the plateau in the 1960s took away the freight traffic. It provides a vital local service and is integrated into the region's transport network that has a card covering all public transport. More information can be found at [www.ritten.com](http://www.ritten.com). 



ABOVE: 'Oldtimer' No2 and No21 cross at Lichtenstern - Stella Ritten.

BELOW LEFT: No 21 at Oberbozen.

BELOW RIGHT: No21 approaching Wolfsgraben Ritten.



## DFB NEWS

The Dampfbahn Furka-Bergstrecke (DFB) restoration team at Goldau working on the former RhB steam snowblower Xrodtt R12 reports that during 2012 a lot of progress has been made. The body is now almost finished, the controls are almost complete whilst the tender is stripped ready for further work. To enable it to be used on the DFB R12 will require a rack brake. In order to achieve this a rack bogie has been taken from an ex-Vietnam flat car and this will be installed under R12's tender; however this will require modifications to brake cylinders and air tanks. They also report that in May the boiler overhaul of DFB No 9 was completed. Welcome additional finance was raised during the year by gaining a contract to remove some 350m of Riggerbach rack-rails from the Gutschbahn in Luzern for installation on the Rigibahn below Staffel. 

## Keith Scotland

The snowblower outside the restoration depot at Goldau.  
*Photo: Keith Scotland*

