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The Chur-Arosa event was the final one of the successful '125 years RhB' programme that started in January 2014. An important aim of the RhB in planning this year of activities was to encourage people to use the resources of the Rhätische Bahn, to explore the beautiful areas in Graubünden in both summer and winter and realise that a train trip is also interesting in modern trains like the Allegra units, the Glacier and Bernina Express special vehicles, and in historic trains! At the end of jubilee year 2014 we have to thank everybody in RhB company who organized all the attractions and events, and also to thank organisations that co-operated with RhB Historic, including: Albula Bahn Club Bergün; club 1889; Verein Dampffreunde Rhätische Bahn; Interessengemeinschaft Zügen/Landwasser; Pro Salonwagen RhB; Freunde der Schmalspurbahnen. 

1. The captain and his crew - special staff of the 'Edelweiss Arosa Express' with Stephanie Keller, Daniel Hauser, Sabrina Zingg and Hans-Peter Heiniger.
2. Welcome on board - young RhB staff at Chur.
3. The free drink and snack service on board 'Edelweiss Arosa Express', offered by Edelweiss Air, was served in the cabrio-car B2111 – open-air service in winter; thank you Sabrina Zingg (r.) and Stephanie Keller!
4. A nostalgic horse coach at Arosa, remembering the period before the Chur-Arosa-Railway opened.
- 5 and 6. 'Fight against snow' in past and present times: old Xrot d 9213 and new "rotary" 95401 in 'action'.
7. The renovated station Arosa was re-opened on December 13/14.



Timeless time in Koblenz Dorf

Robert Amstutz

Koblenz Dorf station is a simple single platform that sees a regular service of two trains/hour each way on the line between Baden-Koblenz-Bad Zurzach-Winterthur. The station was only opened in 1997 and is much closer to the village than the original Koblenz station, the junction for the line over the Rhein Bridge to Waldshut in Germany, some 1.4km away. Facilities are basic, comprising a full service ticket machine, a smallish passenger shelter, no car or bicycle parking but – this being Switzerland – a chocolate vending machine.

During last summer the SBB platform clock ceased to function. After a few days, a member of SBB Infrastructure came along, climbed up his ladder, and covered the clock with a plastic bin bag. Expectations were high that with usual Swiss efficiency, a replacement clock would soon be provided. Weeks went past and nothing happened. Several passengers enquired of the SBB as to what was happening. No one at SBB seemed to know exactly why the clock was not being repaired or replaced. It was claimed that it was not a financial



The local appeal bin, notice and out of service clock..

Photos: Robert Amstutz

issue, but probably a problem of lack of spare parts. Either way, no timepiece, but at least the trains continued to serve the station, apparently even on time.

In an act of desperation Herr Hans Frei, a retired engineer, set about fund raising from passengers and local residents to pay for the repair, or even buy, a new

clock. He placed a large plastic bin on the platform, together with a block of paper and a pen, and encouraged people to pledge an amount and drop the pledge form into the bin. His initiative paid off and by late October over CHF 500 had been pledged. This action was picked up not only by the local papers, but also by the national papers and local TV. Fastnacht (Carnival) will be with us in February and this clock story is guaranteed to be one of the local subjects to be lampooned, as is the tradition. The SBB was obviously embarrassed by the story and, at the end of October 2014, a new station clock, complete with the traditional red second hand, had quietly been installed. The world of Koblenz Dorf is in order again! 