

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2015)
Heft: 124

Artikel: Closed stations of the Bözberg line
Autor: Amstutz, Robert
DOI: <https://doi.org/10.5169/seals-853997>

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Closed stations of the Bözberg line

Robert Amstutz

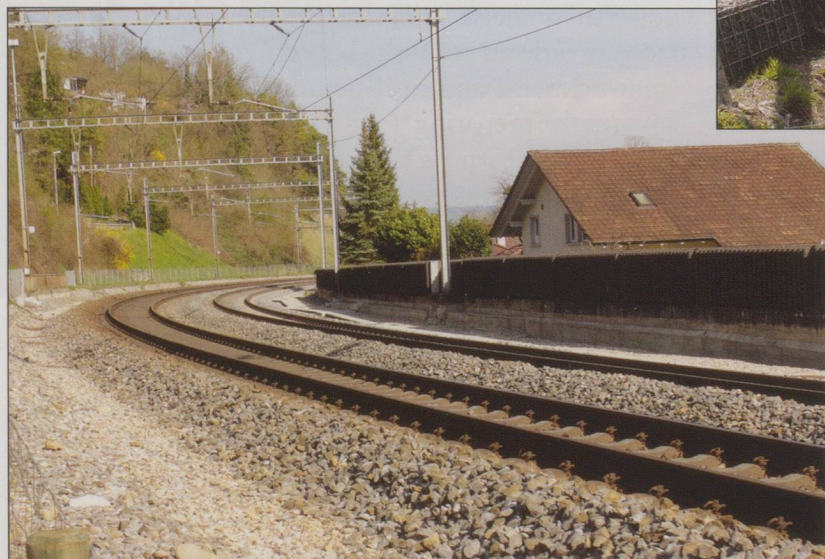


Between Brugg AG and Frick there are no longer any local passenger services. The stations at Schinznach Dorf, Effingen and Hornussen were closed in 1993 and replaced by a PTT bus service, which better serves the villages. Villnachern however remained open, initially with two early morning trains a day to Brugg and three early morning trains and one early evening train to Frick. This was later reduced to an even more unattractive timetable of one very early morning train to Frick and one very late evening train to Brugg. The station at Villnachern finally closed in 2008.

The stations today

Villnachern

The station was modernised in the 1990's, with new lighting, improved platforms and a modern waiting room on the Brugg platform. However, today little remains.



The SBB ripped up the platforms and removed the waiting room. The pedestrian subway exists and public toilets are still available in the wooden house north of the tracks.



ABOVE: Crossrail container train is seen approaching the site of Villnachern station.

LEFT: The site of Villnachern station looking toward Brugg.

Schinznach Dorf

This was a difficult station for train crews as the station is situated on a tight bend just before the Bözberg tunnel and the train was leaning into the curve so the step down to the platform was high. Conductors had to walk over to the station building in order to check that all passengers had alighted safely. The station building exists and is

today a private dwelling. A small office with signalling equipment still exists to control the currently mothballed clay loading siding. The modern toilet block exists but is closed. As in Villnachern, the platforms have been ripped up. The pedestrian subway is still open and is used by occasional hikers.



Schinznach Dorf station.

Effingen

The station house exists as a private dwelling. The track layout is intact and occasionally slow goods trains are held here to allow faster trains to pass. The pedestrian subway is open, but access to the island platform is blocked. There is still the facility to load tree trunks here and occasional wagonload traffic is generated. Toward the tunnel mouth are the former training facilities for the railway construction detachment of the Swiss Army. These were closed 2004.

Effingen station. The name board still serves as a time keeping marker for train crews.



Effingen station. The name board still serves as a time keeping marker for train crews.


Hornussen

The station building is basically unchanged since being built in 1905. It is probably the best example of the original station buildings on the Bözberg line. Today, the house is owned by the former station master (later station master in

Siggenthal-Würenlingen and Laufenburg). The scrap metal dealer adjacent to the station house generates regular wagon load traffic of scrap metal. For shunting the dealer uses an old Land Rover mounted on railway wheels.



Hornussen station.

The Bözberg line today has two InterRegio passenger trains each way per hour as well as a host of freight trains. Since it is one of the routes from Basel to the Gotthard, numerous companies operate over this route so a variety of motive power can be seen. One can view the operations in comfort from the eclectic 'Rösti Farm' restaurant that is adjacent to Schinznach Dorf station. 



ABOVE: Container train passing Hornussen station. The Land Rover shunter for the scrap merchant is housed in the shed to the right.

BELOW: Zurich Airport – Basel train passes Effingen at speed.

