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TOP: Trains on three levels Biaschina 14 July 2015.

LEFT: SBB ETR 610 at Biasca 17 July 2015.

RIGHT: SBB Re 4/4 II No.11298 makes light work of its load at Rodi-Fiesio 13 July 2015.

## Where's Heidi?

This stained glass panel is not in a Swiss church, but where is it? 





hometown. The Engineering Works, where the replacement engine for the 'St Urs' would have been made, was based on the west bank of the river. I am not sure what type of engine the newly fitted 1898 replacement is, but in a book Whites published it says "In 1896 the firm built a beautiful set of triple engines for the express yacht 'Scud' – real 'watchmaker's craftsmanship' – which aroused universal praise – and after that it (the company) could tackle any order...". It sounds like just the thing the Swiss would have gone for!

*Editor's Note: The East Cowes shipyard closed in 1964, whilst the West Cowes operation was sold in 1972 to an American engineering company.*

**From: Bill Canfield, McLean, Virginia, USA.**

I appreciated the 'Climbing above Territet' article in the last *Swiss Express*. In the summer of 1968, upon graduation from college and seeing the military draft in the offing (I went on to spend 14-months in the Mekong Delta of South Vietnam), I was able to make a memorable "Grand Tour" of Europe. My then girl friend had spent a summer or two at what was then an English/American girl's school in Glion and convinced me to take the train with her from Genève to Montreux, and then via Territet up to Glion on the old funicular. I will recall that trip for the rest of my life and it was certainly the precursor to my interest in the SRS. In 1984 I again had a chance to retrace that trip. I stayed at the Montreux Palace Hotel and took the Montreux-Rochers-de-Naye line up to the summit. I had lunch at the mountain top hotel and then hiked down the mountain to Caux. At Caux I waited for the train down to Montreux and could not help but notice a memorial plaque on the wall of Caux station. This was given by WW2 RAF pilots to thank the Swiss people and the citizens of Caux for helping their colleagues who had bailed-out over Switzerland to avoid German capture and for facilitating their repatriation to England.

**From: Robert Foster – by Email.**

I am not certain that the commentary upon photograph Nos.3 and 4 of those taken at Luzern in 1937 (*Swiss Express* No.125) is correct. The extra coach has not been added in No.4, but is backing down in No.3; the clue is in the roofline of the coach to which the extra coach is about to be coupled. Nor am I certain that it is morning and that the passengers are off for a day's walking. The clue is in the shadows in No.4, which are in the opposite direction from those in photograph Nos.1 & 2, while the two rucksacks in No.3 seem too bulky for a day's hiking. The preponderance of suitcases in No.4 suggests that this is a long distance train, possibly to Italy or France. Sadly with the possible exception of the teenage girl in No. 3 and the young boy in Nos. 1 and 4, none of the other people pictured will now be alive.

Despite having had an interest in SBB for 40 years, I am only a recent member of the SRS and have only just realised from items in *Swiss News* that avoiding reversal at Luzern was still a live issue. In summer 1974 I worked at a hotel in Melchsee as a student. At the time there was a beautiful model at Luzern of a proposed underground through station, to replace entirely the existing surface station. There was


talk then of a new line along the south-west bank of the lake which, together with elimination of reversal, would have saved 25 to 30 minutes between Basel and Erstfeld. It would have fitted well with the Gotthard base tunnel, but of course never came to pass. While on this subject, for a brief period in the mid 1980s there was a day train from Basel, which took the direct route via Wohlen to Arth-Goldau, today used by freight trains and until their sad demise the overnight trains, so avoiding the time-consuming exercise of serving Luzern.

Incidentally there is a reference in the March issue to the Brussels-Basel TEE 'Edelweiss' continuing at one time to/from Brig and Interlaken. I am not entirely certain if this is correct. The Edelweiss ran until 1974/5 between Zurich and Amsterdam via Brussels, attached to the 'Helvetia' or 'Arbalette' as far as Basel, but when the Cisalpin went over to loco haulage, the displaced RA units then did two Zurich-Brussels return trips daily.

*Editor's Note: The commentary I put together for the Luzern 1937 photo-spread was based upon the notes with the photographs. In practice I think the coach in No.4 is coupled-up as there are passengers already entering, and in it. As we have no record of the photographer, and sadly the person is almost certainly no longer alive 79-years on, we cannot be too definitive. As Robert notes, apart from the children present (there are actually three clearly visible in No. 4, and possibly a fourth behind the 'lampman'), unfortunately it is probable that the majority are now dead. Robert is correct about the time of day the images were taken, so it is probable that the individuals with rucksacks were off on holiday in the Alps (where a train to Italy would have stopped en-route) rather than for a day's hiking.*

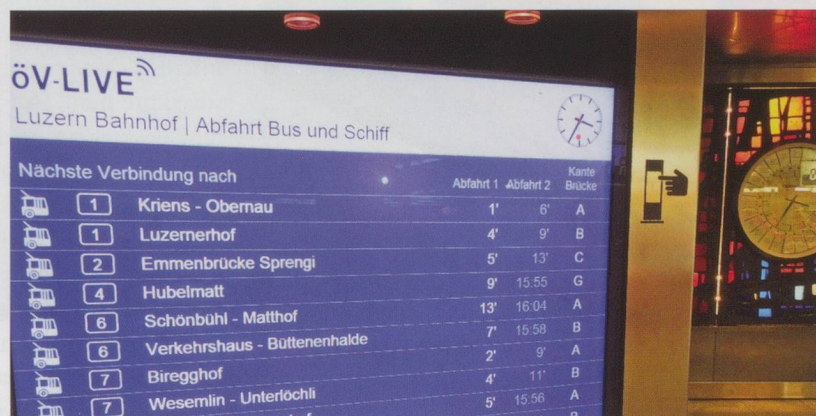
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


**For sale:** The widow of a deceased SRS member has asked that I dispose of the following Swiss transport books on her behalf: Swiss Railway Saga, AS Verlag's superb coffee table book for the 150th anniversary; two full colour books on private and narrow gauge Swiss railways – 1) Schmalspurige Privatbahnen in der Schweiz and 2) Les Chemins de Fer Privés Suisses, Vol. 1; various commemorative books issued by LEB and AL, plus several other titles, including some on lake steamers. List available from: **Michael Farr at [pandmfarr@talktalk.net](mailto:pandmfarr@talktalk.net) or send an SAE to 1, Trethurgy Gardens, Callington, Cornwall. PL17 7RH.**

**For sale:** 'Swiss Narrow Gauge Volume One: West' and 'Volume Two: East'. Both booklets: A4, 36-pages, 100 colour photographs. Each booklet: £10 including postage. Send to **Jason Sargerson, 17 Muirfield Park, Westbourne Avenue, Hull, East Yorkshire, HU5 3JF.** Contact: Tel 01 482 446 451 or by email at **[Jason@sargerson.freemove.co.uk](mailto:Jason@sargerson.freemove.co.uk)**. Cheques payable to Jason Sargerson. Please see my website for further details: **[www.jason-sargerson.uk](http://www.jason-sargerson.uk)**. 

## So where was Heidi?

Luzern Bahnhof. 



Nächste Verbindung nach		Abfahrt 1	Abfahrt 2	Karte	Brücke
	1 Kriens - Oberrau	1'	6'	A	
	1 Luzernerhof	4'	9'	B	
	2 Emmenbrücke Sprengi	5'	13'	C	
	4 Hubelmatt	9'	15:59	G	
	6 Schönbühl - Matthof	13'	16:04	A	
	6 Verkehrshaus - Büttenehalde	7'	15:58	B	
	7 Bireggghof	2'	9'	A	
	7 Wesemlin - Unterlöchli	4'	11'	B	
	7 Wesemlin - Unterlöchli	5'	15:56	A	
	7 Wesemlin - Unterlöchli	11'	15:54	B	