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Vevey gains a NEST Jean-François Andrist



The van starts its journey and crosses the famous viaduct on the B-C route.

All photos: S. Jarne, B-C Museum Railway

To celebrate its 150th anniversary Nestlé, the Swiss transnational food and beverage company, whose Global HQ is in Vevey, wished to mark 2016 in a special manner. Hence they have undertaken a CHF20m renovation of their existing 'Alimentarium' Museum on the town's lake promenade. In addition the company has commissioned NEST, a new CHF40m museum immediately to the north of Vevey station, just across from the CEV/MVR shed and on the site of the company's first factory. NEST opened in June and is described by the company as "Nestlé discovery space in Vevey. More than a museum, NEST offers a fun and immersive multimedia experience that invites visitors to

rediscover in a new way the history of the Nestlé brand." Until the late 1970s this factory, that then became a storage site, was accessible to both standard-gauge and metre-gauge freight wagons, through a complicated system that involved a sector turntable (for standard-gauge stock) and dual gauge track. In latter years these rails became mostly covered over but now, following the refurbishment of the Chaussée de la Guinguette, which leads from the CFF/SBB Station to the museum, some of this track work has been recreated, though purely for visual effect. With the track reinstated Nestlé asked the Blonay-Chamby Museum Railway to provide some stock for the NEST project.



Originally it was intended that the B-C should supply a steam loco plus an ex GFM covered van in a 'Nestlé, Peter, Cailler, Kohler' livery. Following some internal changes at the Nestlé project management team it was decided to dispense with the engine, but the covered van was retained. Nestlé has entered an agreement with the B-C (who retain ownership of the van), that it would be put at the disposal of NEST for an initial period of 10 years. This van, built 1955 by the GFM (now TPF) workshops in Bulle on a bogie flatcar chassis, was in a bad state after many years in the open without any use. The refurbishment, that involved new woodwork and re-painting, together with fresh brand markings, The short train stops at St Légier.

was paid for by Nestlé and undertaken by the B-C's workshops both on-time and within budget. On 1st June the van had its last ride for a few years when it was transported by a special train from Chamby to Vevey where it was lifted by a crane onto the short length of metre-gauge track where it now rests for all to see.

It is interesting to note that some years ago the B-C had asked Nestlé if they would sponsor the refurbishment of this van - there was also a 'Lait Guigoz' liveried one. They were a fairly rare example of branded freight vans on a Swiss metre-gauge system, at least at the time, as the branding lasted only a few years. The reply from Nestlé was negative as their marketing organisation declined to support anything that would recall brands (*Peter, Kohler or Guigoz*) that no longer existed. It was not as though the vans were going to run all over Switzerland! The B-C also heard recently from the former Director of GFM that he had the same idea, and was also told "Non!". However, now that the Chairman of Nestlé wants the past recalled, it has all become possible!

It is understood that apparently there has been a request/proposal to railway modelling company Bemo to consider a HOm replica of this wagon, but their response is said to have been very lukewarm. This is strange since this would be a useful piece of stock for modellers to have, as a nice souvenir of NEST, but also the chassis could be used for a model of the very common/useful type Om flatcar. It appears that apparently for Bemo, producing rolling stock other than RhB (mainly) and MOB, current models are very much "off the radar". It is unfortunate that the NEST Museum Shop will not have such a model available for children of



TOP: Discussions at Vevey before final shunting into NEST.

ABOVE: The van located at its new home.

all ages to covert and purchase.

Jean-François Andrist is the Past-President of the Blonay-Chamby Museum Railway. ☞

Repair Cafés

Sadly we live in a society where the failure of a domestic appliance usually results in it being consigned to the local recycling centre, yet in many cases with a little knowledge the item could be repaired. The problem is that people who have, and are able to use, that knowledge are rare and expensive to employ.

This is where the concept of the Repair Café comes into action. The Swiss Foundation for Consumer Protection (SKS) has taken up the idea, first initiated in Amsterdam in 2007, to set up at regular locations a place where people can bring their failed small electrical/electronic devices, wooden objects, toys, even textiles (backpacks, bags, zippers) to receive advice and some basic assistance from professionals as to how to bring them back into service. Local experts volunteer to come along



(the Cafés generally operate on a Saturday) to liaise with the owners of the products and set them on the right road to bringing their objects back to a working life. Tools can be used free of charge by the visitors and common spare parts can be purchased on the spot at low prices. If a repair proves too complex (more than half-an-hour of work) the professionals are allowed to refer the visitors to their business listing. All

this is usually done in a relaxed atmosphere where SKS volunteers, or a local Charity, provide refreshments and a forum to meet other people interested in the concept of repair, recycling and sustainability. The concept is that repairing things can be fun and relatively easy. For the professionals it is a useful way of promoting their skills and businesses. Most Swiss urban centres now have Repair Cafés that take place each month in venues such as school halls, etc. as at Bern (Photo) ☞