

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2018)
Heft: 133

Artikel: Two Elephants from Erstfeld
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-853718>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 05.08.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

Two Elephants from Erstfeld



On Saturday the 21st October, the Gotthard 'Mountain' route echoed to the impressive sound of a train double-headed by two of Switzerland's most impressive locomotives. This day marked the return to service of Eurovapor's C5/6 No.2969 'Elephant' after a long and problem-ridden restoration, mostly at Sulgen. After much work had been completed on the 20-year project, in December 2013 its completed chassis and mechanism were caught in the disastrous workshop fire of the Ballenberg railway in Interlaken. Getting the work back on course required some heroic efforts as well as solid finance, but it now has an unrestricted licence to operate in Switzerland, a remarkable achievement after 49 years out of service. On the triumphant return trip it was accompanied over the historic line between Erstfeld and Bellinzona, by SBB Historic's

ABOVE:
Nos.2978 and
2969 pause at
Göschenen.
Photos:
Christoph Perrez.



The two 'Elephants' storm up the north ramp to Göschenen.

similar 'Elephant' C5/6 No.2978 – the two making an impressive sight for those lucky enough to be at the lineside or riding the train. Unfortunately the day for No.2969 ended in Faido, when a connecting rod big end bearing overheated, but no serious damage was done. Those who remember regular steam operation know that hot axle boxes and big-ends were always with us, even then. +

commenced in September 2012 and due to the difficult terrain and various other problems that occurred (including major tunnelling issues and the need to use helicopter transport), it soon became clear that the CHF52m budget would be exceeded. Now this small village in a delightful, but under visited by non-Swiss tourists, area of Switzerland has probably the most sophisticated access transport of any community in the world. +

LEFT: Nearly at the summit station.

BELOW: An early view of construction showing some of the difficulties to be overcome.

