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Swiss Expertise Worldwide

Andrew Wood

The Swiss have long exported their precision, mechanical and electrical engineering expertise worldwide and nowhere more so than with their railway, and mountain access equipment. I offer these two examples of the Swiss equipment that I have encountered during my travels.



Dubrovnik cable car.

Dubrovnik cable car rises from the historic walled city of Dubrovnik on Croatia's Adriatic coast to the summit of the 412m high Mount Srđ. Originally opened in 1969 it was destroyed during the conflicts that swept the former Yugoslavia in the early 1990's. It was rebuilt and re-opened in 2010 with electrical equipment by Frey AG of Stans, the main drive motor by ABB and cables supplied by Tafelberger of Switzerland. 

Editor's Note:

I think that Andrew may have started a hare running here. I would welcome SRS Members sending in to Swiss Express further examples, accompanied by appropriate photographs of Swiss transport equipment operating away from its home country.

LEFT: The Wellington cable car in New Zealand.

BELOW: The Dubrovnik cable car.

Photos: Andrew Wood

Wellington cable car.

Despite its name the Wellington cable car is actually a funicular railway that links upper and lower areas in New Zealand's capital city, Wellington. It runs between Lambton Quay, Wellington's main shopping street in its central business district, and Kelburn, a suburb founded in the Victorian era in the hills overlooking the city. The line climbs 120m over a length of 612m and forms an essential part of the city's transport infrastructure. Although now a tourist attraction in its own right in peak periods it is full of commuters, some of whom access the top station by bike, and use the funicular to avoid the steep climbs from downtown. It was originally constructed in 1902 to cater for the growth of the area, then completely refurbished in 1979 by Switzerland's Habegger AG, and again extensively upgraded in 2016.



MORE PHOTOS FROM PAGE 27. LEFT: Folcloristic welcome at Flüelen by Michi Epp (right) and Marco Kempf.

MIDDLE: Where Her Majesty Queen Elizabeth had dinner May 2, 1980: Queen's salon on the first class deck.

RIGHT: Support for *Stadt Luzern* by crew members of the 3-cylinder steam engine of *p/s Concordia*, lake of Como (from left: Sergio de Lorenzo, Mauro Bernasconi, Gianpaolo Schenini and Gian Battista).

Photos: Mario

