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Jungfrauabahn sheds at Kleine Scheidegg, with snowplough and early locomotive "on shed".

Zelt, Auto und Bahn

by R.Oliver

With only one week available for our holiday this year, we decided to return to Lauterbrunnen for what might be the last visit to paradise for some time to come. So the site was booked, the car readied and with some help and advice from our intrepid Membership Secretary, Les Heath, we decided to do the overnight trip through France. A credit card really is a must to deal with the motorway tolls.

We took the two and a half hour Sally Line ferry service from Ramsgate to Dunkirk, followed the route we had been given and arrived at a sunny (25° C) Interlaken. En route we only managed to see one Re4/4¹ around Basel and a *Kolibri* set at Solothurn, but when we drove past the station at Lauterbrunnen we discovered it had acquired a new metal/glass canopy and a sixth platform since our last visit; quite an improvement, and very nice too.

Further investigation was carried out on the following day, during which *Unfallwagen* (accident wagon) X750 was spotted. This vehicle is used for accidents and derailments, but unfortunately the gentleman in charge wouldn't open it for our inspection. Among the other rolling stock seen there was what I took to be a tanker; on closer inspection I saw it bore the legend *RUGEN BRAU*. "Aha!" said I, "a beer tanker."

"Not so," replied a nearby workman, "It's for heizöl (heating oil)."

"Silly!" I thought; I should have seen the hazard sign. It is rather an unusual vehicle, apparently having its own motive power, but on that day it was being moved around the yard by an He2/2. It's designation is Uat, it carries the fleet number 820.

On the second day we took the trip to Schynige Platte. It started well, but when we reached the summit the weather had closed in. At Wilderswil I noticed the new coaches and He2/2 No.16, painted in over-all red, very striking and smart. For these jaunts I find the regional pass invaluable supplemented, if one has a family, by the family card.

Wengernalpbahn Uat No.820 at Lauterbrunnen





Jungfrauabahn Bhe4/8 No.214 at Kleine Scheidegg.

On the third day we decided to go over the Brünig pass. We caught the usual BOB train into Interlaken Ost where we changed to the SBB's only metre gauge route. On the approach to Meiringen I noticed an old Appenzeller Bahn locomotive tucked behind one of the sheds. I'm not sure what it was doing there and unfortunately I was unable to take a photograph. On the return trip we had time to kill at Meiringen. The expected tramcar had vanished from the Innertkirchen line, in its place BOB *Triebwagen* No.301 was being used as a solo unit. We took to the water at Brienz, a lake trip is as much a must and when it's on P/S *Lötschberg*, well it's history.

By the fourth day a trip up the First was needed to pacify my wife, but to get there we decided to travel via Kleine Scheidegg. On the change-over I noticed the new Bhe4/8 Nos.211 and 214, also there was the small red snowplough attached to one of the older locomotives. We descen-

ded to Grindelwald in the new WAB BDhe4/8 No.134 and enjoyed a marvellous day. The new *gondelbahn* is a must, it is very relaxing.

The mandatory day out in Luzern then followed. Instead of using the car we took the train, which took two hours against the car's one and a quarter. For those members interested in trolleybuses, Luzern appears to have replaced all of its fleet. On the return, Interlaken Ost presented a fine photo opportunity with no less than three BLS locomotives, Ae6/8 No.206, Re4/4 No.189 and Ce4/4 No.311.

A trip to Kandersteg took up the sixth day. This gave us a view of the fairly new end coaches for the Lötschberg tunnel car transpor-



The new Wengernalpbahn train shed at Lauterbrunnen
Swiss Express Vol.4/1 March 1994



New BLS car-carrier Bt driving trailer.

ter trains. I thought the livery far from striking.

On our final day we took another look around Lauterbrunnen station. Interesting items of rolling stock on view were WAB X730, an overhead maintenance vehicle, Xa760, a hydraulic hiab type crane and SBB IIa transporter No.9849.

The mathematical conundrum commented on in the September 1993 *Swiss Express* was also very much in evidence in the shape of a large poster outside the station. All good things have to come to an end, so did our holiday, and it was back to the UK again.

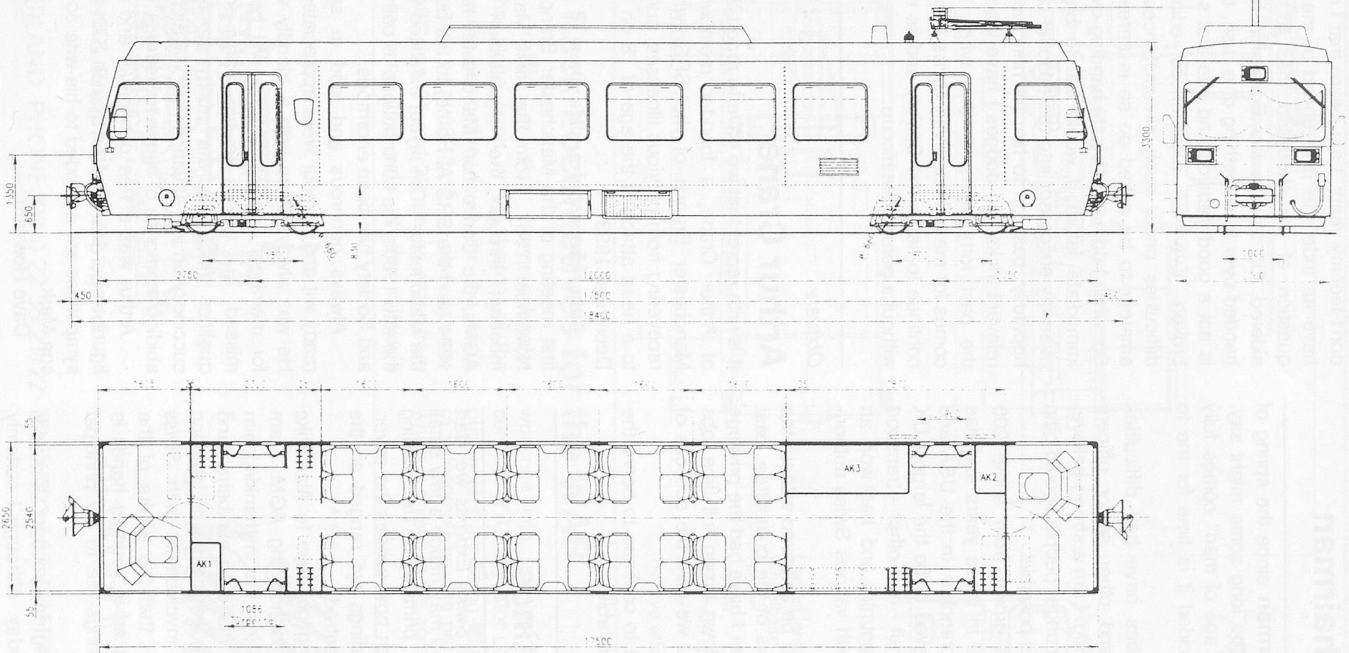
BLS Ce4/4 No.311 at Interlaken Ost.



Seite Meiringen

Seite Innertkirchen

1:200V =



New Railcar for MIB

The Meiringen-Innertkirchen Bahn (MIB) is ordering the Be4/4 shown in the accompanying drawing from Stadler. It will

incorporate similar electrical equipment to the two projected rack locomotives for the WAB (see page 39).