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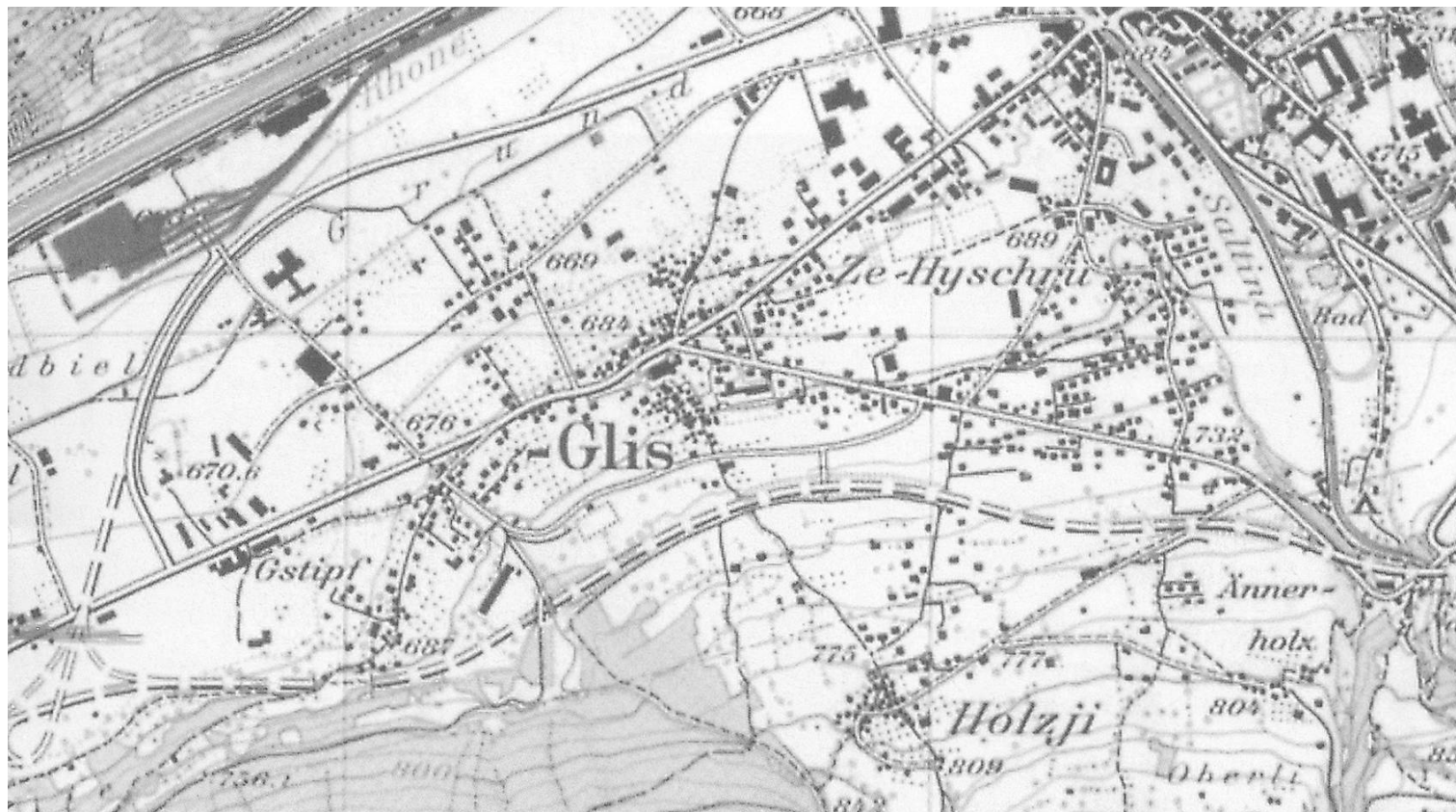
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Above: Map showing location of the new FO depot at Glis near the BVZ depot.

Furka-Oberalp Bahn - New Depot and Workshop

A large scheme to remove rail traffic from the station square at Brig to carry out much needed road improvements has several implications both for the BVZ and FO.

The station for these two lines will be raised to the level of SBB platforms, which will greatly improve connections, and the FO will depart eastward crossing above the portal of the Simplon tunnel presumably joining the existing FO route between Naters and Bitisch probably meaning the closure of the line from Naters to the new connection. It is also assumed that it will be a through station providing through running from the BVZ to the FO greatly enhancing the operation of such trains as the "Glacier Express".

But this means that the existing FO works must be moved to a new site. This is to be in the Rhone valley close to the relatively new BVZ depot which is clearly visible approaching Brig on the BLS.

Thanks to the administration of the FO, we have been provided with details of the scheme and the accompanying plans.

Planning began in 1986 and alongside the technical considerations, the question of financing was pursued. The cost of SFrs 57

million at 1989 prices would be met by 65% from the State highway authority (whose roads are involved in the station square at Brig) and 20.7% from the Ministry of Transport. Further credits were granted from the private railway investment programme of Cantons Wallis (7.6%), Uri (1.9%) and Graubunden (0.8%) leaving 4% for the FO to find.

Work on the site at Glisgrund was due to start in May this year and be completed by the end of 1997 with transfer of operations to the new works early in 1998.

The complex comprises a depot for push pull trains; a loco depot, washing plant; loco and rolling stock workshops; workshops for construction and overhead line equipment together with electrical gear; offices, and sidings for stabling stock.

The site covers 48,000 sq. metres of which 13,760 is under cover. In the covered area, there are 1.145Km. of track with another 4.7Km. in the open. 29 leads are required to serve this trackage.

The staff of 50 will care for 45 power units, 73 passenger coaches and some 80 freight vehicles. No doubt, work will be secured from other metre gauge operators in due course.

Furka-Oberalp Depot

Key to workshop layout below:-

- 1 Pendelzug ('push-pull') trains
- 2 Train washing plant
- 3 Locomotive depot
- 4 Loco repair and maintenance shop
- 5 Carriage and wagon maintenance shop
- 6 General machine shop
- 7 Traversers
- 8 Construction, electrical and overhead line plant shop
- 9 Overhead line equipment erecting shop
- 10 Snow clearing plant and equipment shop
- 11 Works entry track

