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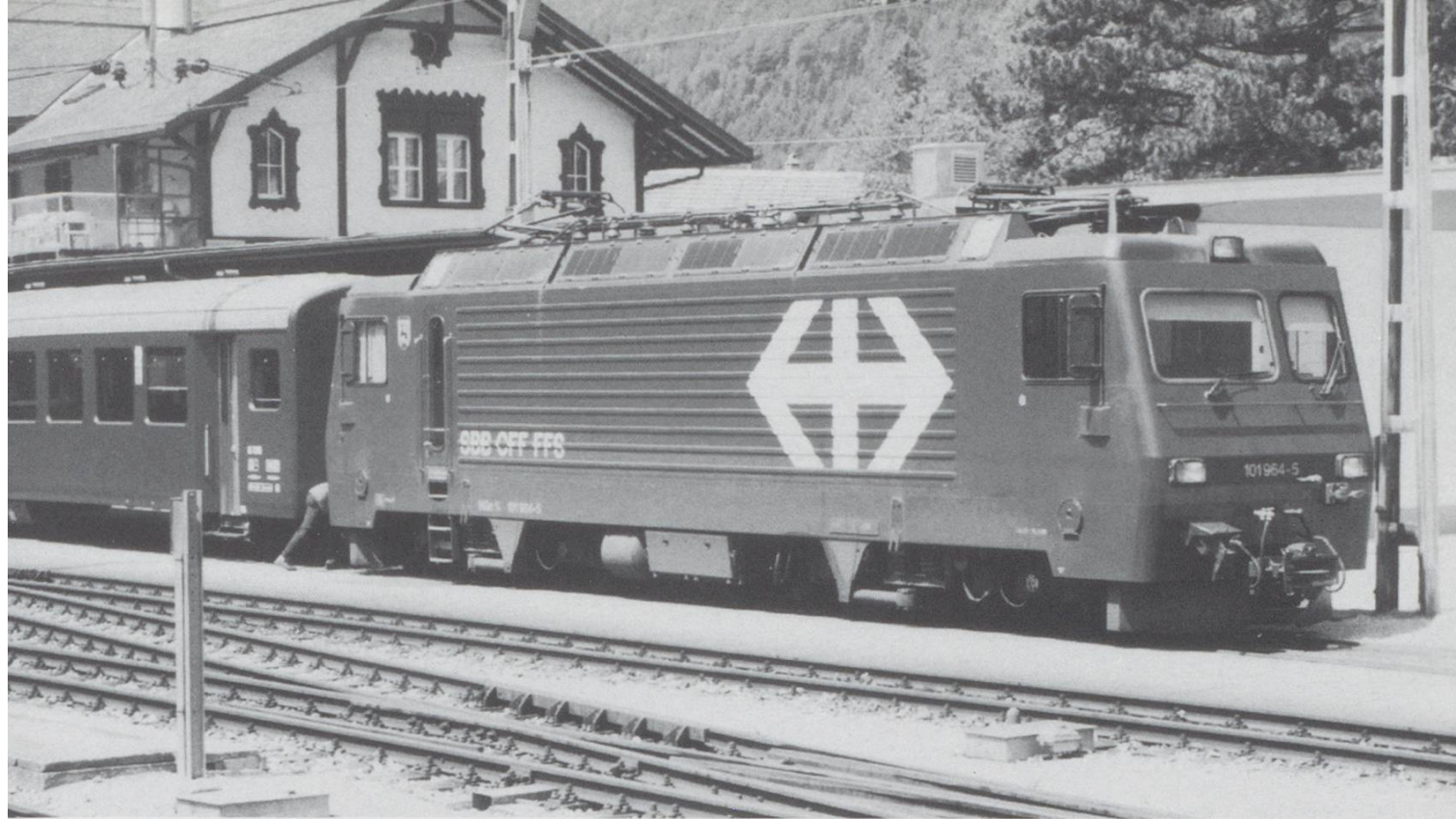
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Brünig update

More information on the popular 74 km route linking Interlaken with Luzern
by Peter Marriott

- The track on the Brünig route is usually replaced approximately every 20 years but over the last five years the rack sections have been progressively renewed. During the 1998/9 winter months the Brünig pass will be closed for rail traffic whilst that section of the rack is replaced to conclude the project. During this period passengers will be conveyed over the pass by buses.
 - Meiringen depot has a staff of 66. Its functions include the maintenance of all Brünig line stock and it is now tendering for work from other railways. The depot is proud of its achievements in the conversion of some carriages to driving trailers, the Bella Vista coaches and the programme of retro fitting carriages. Steurwagen 903-4 is currently receiving attention in the works following accident damage.
 - Each of the eight HGe 4/4 locomotives cost around Sfr 5,500,000 in 1990. They each travel about 100,000 km per annum. Intermediate maintenance is undertaken each 4 years with a major service at 8 years. All the locos have recently received this latter service which took about 3 months per locomotive.
 - When the carriages are about 35 years old they are replaced. In about five years one set will need to be replaced by, hopefully, a new build rake.
 - Four of the five pendelzug sets work the Luzern to Giswil shuttle. The remaining set operates between Interlaken and Meiringen.
 - One of the Brünig locomotives remains in green livery - Deh 120 012-0. It is anticipated that it will retain this livery providing a historical connection to the past.
 - The permitted maximum speed on the Brünig line remains at 80 kph. As part of the safety package on the HGe 101 Loks if the driver has not made any adjustments to the driving settings for 1200 metres an alarm sounds in the cab and if no remedial action is taken over the next 200 km the brakes are automatically applied.
- My thanks go to the following SBB Brünig Bahn staff for the above information; Felix Weber for the tour of the Meiringen depot, driver Walter Jaun for passing on his knowledge in the cab and Peter Flury who is understandably proud of the depot's motive power. Also thanks to Els Mettler of Obwalden tourist office for arranging the visit.