

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** - (2008)  
**Heft:** 94

**Artikel:** Jungfraubahn news  
**Autor:** Smith, Ron / Turner, Geoff  
**DOI:** <https://doi.org/10.5169/seals-854623>

### **Nutzungsbedingungen**

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. 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. [Siehe Rechtliche Hinweise.](#)

### **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. [Voir Informations légales.](#)

### **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. [See Legal notice.](#)

**Download PDF:** 12.05.2025

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

# JUNGFRAUBAHN NEWS



Jungfrau's "Rowanzug" makes its farewell run from Kleinen Scheidegg to Eigergletcher and back. PHOTOS: Ron Smith.

## LAST RUN OF THE "ROWANZUG"

Ron Smith

On Wednesday 17th October 2007, the Jungfrau (JB) "Rowanzug" made a farewell run from Kleine Scheidegg to Eigergletcher and back. The locomotive He 2/2 No. 6 ran with coaches B21 and B22, all with matching wooden sides. This train is now going to a private railway museum to be established at the ex SBB depot at Payerne, the "Bahnmuseum Kerzers".

The name "Rowanzug" comes from the designer of the system, where the first coach has only one bogie, the end nearest the locomotive resting on the small two-axle locomotive, to increase adhesion. William Robert Rowan, an Englishman, was a director of the Danish company

Wagonfabrik Scandia, who delivered the set in 1904. Similar trains had worked on the Gornergratbahn, and the erstwhile Brunnen-Morschach-Bahn (BrMB) up to Axenstein.

The JB is very busy these days, and it just does not have the room to store this train. This is a pity, for it will not be able to run at Payerne as it is metre gauge, has rack equipment, and needs an 1125V, 50 hertz, 3-phase power supply. There will still be three similar wooden bodied two-axle locomotives and matching coaches on the JB, Nos. He 2/2 8, 9, and 10 of 1912. These will still operate on "Nostalgie" trains and charters, making the "Rowanzug" even more superfluous.

## A NEW ROUTE TO THE SUMMIT?

Jungfrau

Jungfrau Holding AG is exploring the futuristic idea of an efficient fast form of access to the Jungfraujoch as an addition to the historic rack railway. It is claimed that such a form of access would release new growth potential and strengthen the

touristic attractiveness of the Jungfrau Region without adversely affecting the high-Alpine landscape. A feasibility study is now underway to show if such a project can be realized. The study will require the close cooperation of the regional authorities as



well as interested associations and organizations.

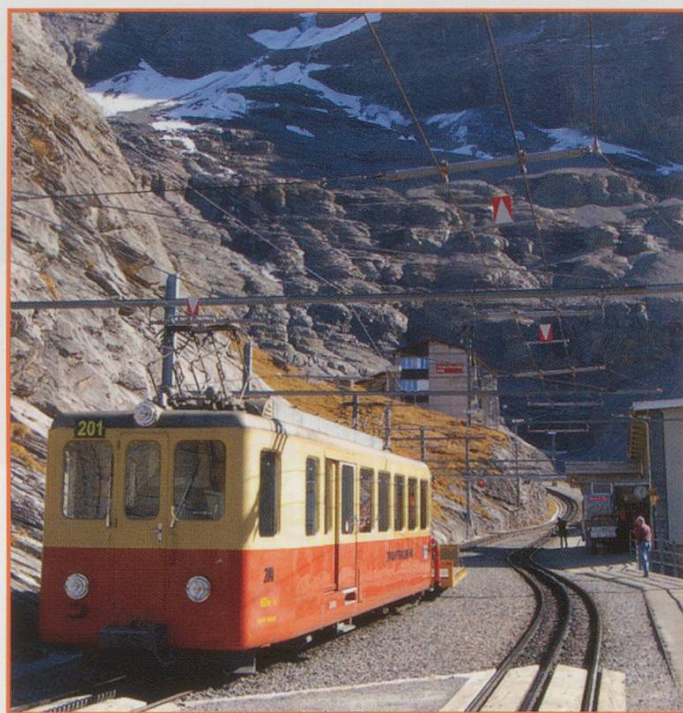
The idea of additional fast access to the Jungfrauoch follows the tradition of Adolf Guyer-Zeller, the founder of the railway, who initiated his then totally futuristic vision over 100 years ago. The planned additional access, with the world's longest tunnel-lift system would facilitate even better use of marketing potential, with practically no effect on the landscape. The company believe that the touristic and historic attractiveness of the Jungfraubahn should thus be enhanced, as visitors could use the fast lift for the uphill or downhill journey. Also, through the anticipated marked reduction in travelling time, the trip to the "Jungfrauoch-Top of Europe" could also become a half-day excursion.

The management of Jungfrau Railways has now assigned the task of carrying out a feasibility study to the consulting engineers Ingenieurunternehmung Bern AG. The study is to show if and how such a new tunnel link - for example as a fast lift or funicular - from the Lauterbrunnen Valley to the Jungfrauoch could be realized without disturbing previously untouched areas of the high Alps. In this way the unique landscape of the UNESCO World Heritage would remain intact. Before the project can commence, geological surveys must be carried out and the entire concept in all its many aspects will need to be planned in close cooperation with the authorities, environmental organizations and landowners. The medical aspect in regard to the effects of rapidly overcoming a height difference of 2600m must also be

considered. No planning has been carried out as yet with the exception of an approximate geological and technical assessment.

*Editor:- It is understood that the proposal would also involve extending the Berner Oberland-Bahn (BOB) from its current terminal at Lauterbrunnen along the valley of the Weisse Lütschine to Stechelberg.*

*Paul Russenberger comments:- Interesting! Verena Gurtner in 'Jungfrau Express' makes reference to a direct route to the summit of the Jungfrau from the valley floor at Stechelberg before Guyere-Zeller had his holiday in Mürren. I tend to agree about the health effects - at least going steadily up via Kleine Scheidegg enables some sort of acclimatization. One worry I would have is about the effect on Jungfrauoch itself. A reason for not going to the summit is that when people get off a train you have to have somewhere to put them! Is there space enough to accommodate all these extra people to provide the return on capital?*



Eigergletscher.

## CHANGE AT EIGERGLETSCHER

Geoff Turner

A new chair lift from Arven to the top of the punchbowl will cause some significant changes to operations on the Jungfraubahn. The chair lift is scheduled to open in time for the 2009/10 season. This will make the present half-hourly ski express from Kleine Scheidegg to Eigergletscher redundant, and

it will cease to be operated. The knock-on effect is that the present incumbents of the Eigergletscher restaurant will cease trading in October 2009 - a great loss. Whether the restaurant will be taken over by someone else is unsure as there will no longer be any passing trade.