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From the top station a path leads through a wood to Bergrestaurant Strengmatt which may open in the summer but "Geschlossen" (Closed) notices were displayed in May. After a short distance along this path the view south towards Amsteg and the Bristen opens up and trains can be seen from just south of Shützen all the way to Amsteg. The best time for photography is in the morning, probably between 09.00 and 11.00 and of course clear sunny weather is preferable. It is certainly a ride worth doing for the views over Erstfeld alone. So if you are staying at Erstfeld and the morning is sunny do give it a whirl, you will not be disappointed.

Finally I extend my sincere thanks to Paul Jans-Käch, the proprietor of the Hotel Frohsinn, for his invaluable assistance in providing local information.

TOP: The view from the intermediate pylon. No less than five Ae6/6s are in this shot, 11510, 11417 & 610492 stored at the rear of the depot. In front of them is 11466 on a local freight and 11499 is outside the main depot building alongside an Re4/4 II.



ABOVE: View from cable car north towards Viwaldstattersee in the right distance. The keen sighted may spot 843074 on a stone train in the "NEAT" sidings between Erstfeld and Altdorf, centre bottom of the picture.

MOB 2002 IS SAVED Le Vaudois and Peter Bowen

Montreux Oberland Bernois' large DZe6/6 No. 2002 built in 1932 which has spent the winter on a siding at Saanen, following demolition of its shed at Gstaad in order to allow the construction of a subway there (see March *Swiss Express*), will be saved by the Blonay-Chamby Museum Railway. At their AGM members agreed their Electric Traction Group could begin negotiations with MOB for saving the loco. They are making it clear, however, that their present programme of rehabilitation of locos, automotrices and coaches will not be changed, so that it is unlikely that work will begin on 2002 for five years. Even the under-cover storage of a 17m vehicle

presents problems for them.

Because she is so large the vehicle is not ideal for their comparatively short line and so they want assurance from MOB that they will be able to run it on the "main line". They are also seeking the remaining dismantled parts from sister loco No. 2001 which *Eisenbahn Amateur* reported last year as having been scrapped. Apparently although the bodywork has gone, several mechanical parts survive in store.

The group will have to seek considerable funds and sponsorship for what is bound to be a costly rehabilitation but the actual purchase price suggested is very reasonable – a one franc coin minted in 2002!



MOB DZe6/6 2002 stands in its siding at Saanen awaiting rescue by the Electric Traction group of the Blonay-Chamby Museum Railway. 7 May 2008. PHOTOS: Le Vaudois

On 11th July 2002 was moved from Saanen to Chernex works where a missing worksplate and lamp were to be refitted prior to delivery to the Blonay-Chamby Museum on 19th July, a significant date since it marked exactly 40 years since the first train ran on the museum line. It was planned that 2002 would arrive on the line hauled by Gde4/4 6002 and around midday an eager crowd gathered at the entrance to the museum site where a ceremonial banner had been strung across the line. To everyone's astonishment 2002 arrived under its own power and took its place in a line up with MOB railcar 11, and visiting MOB railcar De4/4 28, joined by 6002. A mass chorus of whistles took place.

In the afternoon an impromptu parade and runpast took place with stock

reversing up to the famous viaduct and then running past the Museum site. Leading was railcar 11 with MOB carriage C45, followed by railcar 28 with an MOB wagon and then Dze6/6 2002 at the head of MOB Pullman 101 recreating the legendary Golden Mountain Pullman Express. The loco does need significant work, not least to

its wheelsets, before it is able to return to the mainline but most components from the scrapped 2001 are available to help. So hopefully we will see 2002, perhaps reunited, with the Pullman cars running on the MOB again.

MOB De4/4 28 stands in the siding at Les Avants ready to work for another evening as shunter and mess coach on the rebuilding of the station platforms. 7 May 2008. No.28 was "borrowed" for the handover celebrations of 2002 on 19th July.

