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A Crocodile gets back to its roots

Mario Gavazzi



TOP: The special trains with the original Seetal steam engine 'Beinwyl' and the original Crocodile De 6/6 were the attractions of the Remisenfest.

LEFT: Lots of guests visited the 8th Remisenfest in Hochdorf and were happy to see the E 3/3 steam engine of Perlen Papier AG.

BOTTOM: The steam trains were connected between Hochdorf and Hitzkirch with oldtimer postbuses. One of the stars was the 1963 postbus-oldtimer built by FBW/Gangloff, type PC35U CUA 'Alpenwagen II-U'; owned by Fredi Räber from Mettmenstetten since 1987; before it was on the road between Chur and Tschierschen.

All photos: by Mario Gavazzi

Saturday 9th September was a special day in the Seetal region north of Luzern. As many SRS members will have known from one of Bryan Stone's articles the Seetalbahn, that runs south from Lenzburg, was founded using British capital during the 19thC. Every year the association Historische Seetalbahn (www.historische-seetalbahn.ch) organises a special day called 'Remisenfest' and the 8th event held in September 2015 was crowded with people. Most of them were Swiss but amongst those enjoying the day were two friends from Japan, who were visiting the 'Remisenfest' for the third time. Sawako and Isao Matsuoka from Yokohama come to Switzerland frequently for, like the readers of *Swiss Express*, they prefer the railways and steamships of our country.

This year, in addition to the special trains, the festival programme included a show of old road vehicles, performances of local Folk Music, and an appearance by the 'Männerchor Hochdorf' that was celebrating its 120th Anniversary. In one of the two halls at the Hochdorf historic railway depot visitors had the opportunity to visit a model railway exhibition and, like every year, a special programme of events was organized for children. The open-air restaurant was welcomed by everybody! The big surprise this year

was the 'crocodile-train' that came from Brugg. The Seetalbahn had three special De 6/6 Crocodile-type engines built to a smaller loading gauge than their main-line equivalents, especially to haul freight trains along this roadside operation with its limited clearances. From time to time they were also used for passenger trains. Two of them were scrapped in 1983, so only No.15301 is still available for occasional historic operations and this unit was the star guest of the day. In the late afternoon the special train with De 6/6 No.15301 in charge returned to Brugg. We do hope that this locomotive will get 'back-to-its-roots' on the Seetal line as soon as possible where it will always be welcomed. +

