



Swiss Narrow Gauge

Volume One: West



Jason Sargerson

Charaxes Publications

Contents

Introduction, Books and Websites	3	GGB - Gornergrat Bahn	20
AL - Aigle-Leysin	4	LEB - Lausanne-Eschallens-Bercher	21
AOMC - Aigle-Ollon-Monthey-Champery	5	MGB - Matterhorn Gotthard Bahn	22, 23
ASD - Aigle-Sepéy-Diablerets	6	MBE - Mont-Blanc Express	24, 25
BAM - Biére-Apples-Morges	7	MOB - Montreux Oberland Bernois	26, 27
ASm - Aare Seeland mobil	8, 9	MTGN - Montreux-Territet-Glion-Naye	28
BC - Blonay Chamby	10	MG - Monte Generoso	29
BTI - Biel-Täuffelen-Ins	11	NStCM - Nyon-St.Cergue-Morez	30
BVB - Bex-Villars-Bretaye	12, 13	TRN - Transports Régionaux Neuchâtelois	31
CEV - Chemins de fer Electriques Veveysans	14	TPF - Transports Publics Fribourgeois	32
CM - Chamonix-Montenvers	15	TTE - Trains Touristique d'Emosson	33
CJ - Chemins de fer du Jura	16	YSteC - Yverdon-Ste.Croix	34
FLP - Ferrovia Luganesi Ponte Tresa	17	Map of Swiss Railways (Courtesy of STC)	35
FART - Ferrovie Autolinee Regionali Ticinese (Centovalli)	18, 19		

Copyright text © Jason Sargerson

Copyright photographs © Jason Sargerson

Published 2013 by Charaxes Publications, 17 Muirfield Park, Hull, East Yorkshire, HU5 3JF, United Kingdom.
Reprinted 2015.

Every effort has been made to ensure the contents of this guide are accurate, but neither the author nor the publisher can accept any responsibility for any loss, injury or inconvenience which may arise from the use of this guide.

All rights reserved.

No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means electronic, mechanical, photocopying, recording or otherwise without the prior consent of the publishers.

The author would like to thank the following people for their encouragement and assistance in the publication of this book:
Malcolm Bulpitt, David Stevenson, Dave Caulfield, Joanne Foster, Robert Ward, Joyce Ward.

Printed by Artyfax Commercial Printers, Hull

ISBN: 978-0-9575048-1-3

Front Cover Image:
MGB - Täsch - ABDeh 4/8 - 01.07.13

Back Cover Images:
Top: Centovalli - Camedo Viaduct - ABe 4/6 - 26.06.10
Bottom: MBE - Montroc, Aiguille Vert - BDeh 4/8 - 03.07.11

Introduction

Switzerland has a comprehensive standard gauge and narrow gauge railway network. The narrow gauge railways complement the standard gauge allowing access to all parts of the country. Narrow gauge is defined as 1000mm (metre) or less, compared to the standard gauge of 1435mm.

There are over 40 Narrow Gauge railways so I have divided them approximately between those in the east and those in the west. This volume covers the west, including railways in the south. Each railway is described in terms of their location and type of line. The key motive power is described and the route of the line. Heritage or historic services are mentioned if applicable.

This book is intended to be complementary to the more detailed guides such as those describing lines and history or those describing rolling stock and motive power.

Photographs

My aim is to photograph 'The Railway in the Landscape'. Most of the photographs illustrate the scenery as well as the railway. In the town, this includes churches, stations, roads and other significant buildings. In the countryside, this includes lakes, rivers, hills and mountains. Photographs are described by railway, place, motive power and date.

Books and Websites

Swiss Travel Wonderland (1972): Cecil J Allen.

This is a comprehensive guide to all forms of transport in Switzerland. An inspiring book, still available second-hand, due an update.

Bradt: Switzerland without a Car (2013): Anthony Lambert. This is a superb guide to travelling on public transport, including very importantly, detailed information about hotels.

Swiss Railways (2009): David Haydock, Peter Fox and Brian Garvin. This Platform 5 handbook has full details of all railways and their motive power. Information on tram systems and museum lines is included.

The Essential Guide to Swiss Heritage and Tourist Railways (2007): Mervyn Jones. This excellent guide has details of all lines including rolling stock and brief history.

Schweers and Wall: Rail Atlas of Switzerland (2012). This has very detailed maps, including lakes and mountains as well as railways.

www.swissralsoc.org

This is the website of the Swiss Railways Society. This has links to most other railways in Switzerland as well as information about the society. Members sometimes receive a discount on Swiss Passes.

www.swissheritagerailways.com

This website has a good photograph gallery and a very useful calendar of heritage workings.



GGB - Gornergrat, Matterhorn - Bhe 2/4 - 11.09.78

www.schmalspurbahn.ch

This website has historic information about the Rhätische Bahn and also hosts the popular webcam of the Hotel Grischuna in Filisur.

www.railfaneurope.net

This website has coverage of all the Swiss Narrow Gauge lines, with both current and archive photographs.

www.stc.co.uk

This is the Swiss Travel Company website belonging to SBB – the Swiss Federal Railways. The very useful Swiss Pass can be ordered here.

www.sbb.ch

This is the website of the Swiss Federal Railways. It is possible to timetable any journey you wish to make by public transport. Private Railways and bus journeys are included. Full details of times, changes required and prices are given.

www.swiss.com

This is the website of Swiss – the Swiss airline. Comprehensive flights to Switzerland are available at reasonable prices, particularly if you book up to 6 months in advance and travel midweek.





AL - Aigle, avoiding cars - BDeh 4/4 - 05.06.08



AL - Aigle station, Dents du Midi - BDH 4/4 - 27.07.09



AL - Aigle, Rue de la Gare - BDeh 4/4 - 28.07.07

Aigle-Leysin (AL)

The Aigle-Leysin (AL) line is part of the TPC group (Transports Publics du Chablais) which runs bus services and three other railways in the canton of Vaud.

The 6.2km metre gauge railway uses the Abt rack system. It runs between Aigle and Leysin and is electrified at 1500V DC. The depot for the line is located 1km from the Aigle terminus.

The key units on the line are the SIG BDeh 4/4 two car units built in 1966 numbered 301 and 302 and the Bombardier two car units built in 1987 and 1993, numbered 311, 312 and 313. These have been liveried in brown and cream for many years but a new green and white livery is now being applied.

The railway starts outside Aigle SBB station and the trains proceed toward the station and then take a sharp right up the Rue de la Gare. This is an interesting section on the street with the train negotiating the line slowly because the traffic is oncoming and has to divert into parking spaces or into side streets. The train follows Rue de la Gare and turns sharply into the depot making a reverse. Here the rack is engaged and with the power car at the rear of the train it climbs steadily out of the valley. There are good views over the vineyards and the ASD (Aigle Sepey Diableret) line. The Abt rack allows gradients as steep as 23% and the three stations at Leysin (Village, Feyday and Grand Hotel) are reached in less than 30 minutes.

There are regular trains hourly, connecting well with the SBB at Aigle and the other two lines of the TPC found at Aigle: the Aigle-Ollon-Monthey-Champery (AOMC) and the Aigle-Sepéy-Diablerets (ASD). This is an interesting line with street running and good views of the Rhone Valley.



Aigle-Ollon-Monthey-Champery (AOMC)

The Aigle-Ollon-Monthey-Champery (AOMC) line is part of the TPC group (Transports Publics du Chablais) which runs bus services and three other railways in the canton of Vaud.

The two sections of this railway run from Aigle to Monthey (11.2km) and from Monthey to Champery (12.2km). This metre gauge railway is electrified at 850V DC and uses the Strub rack system. The depot for the line is located just outside Aigle.

The key units on the line are the SWP BDeh 4/4 two car units built in 1987 and 1992 numbered 501 to 503 and the Bombardier Beh 4/8 two car units built in 2001, numbered 591 and 592. These have been liveried in red and white for a number of years but a new green and white livery is now being applied.

The railway starts outside Aigle SBB station and the trains proceed away from the station in the opposite direction to the Aigle Leysin trains. The trains run without rack assistance on the section to Monthey, climbing up to Ollon and running briskly across the wide Rhone Valley over the motorway, SBB tracks and the River Rhone.

In Monthey there is street-side running up to Place du Marche where it joins the line from Champery. The SBB station is a 10 minute downhill walk from the terminus at Monthey-Ville. At the terminus the trains reverse and head back to Place du Marche before engaging the Strub rack and making the climb to Champery with gradients to a maximum of 13%. The railway follows the River La Vieze and there are good views over Monthey before running into the mountains to reach Champery. From Aigle, the journey to Ollon takes 6 minutes, to Monthey is 24 minutes and to Champery is 60 minutes.

There are regular trains hourly, connecting well with the SBB at Aigle and the other two lines of the TPC found at Aigle: the Aigle-Leysin (AL) and the Aigle-Sepéy-Diablerets (ASD). This is an interesting line with two distinct sections, including street running in Monthey and a mountain section with good views up to the commanding Dents du Midi above.



AOMC - Aigle station - BDeh 4/4 - 25.07.09



AOMC - Aigle station - Beh 4/8 - 26.07.07



AOMC - Champery - BDeh 4/4 - 25.07.07



AOMC - Monthey - Be 4/4 - 25.07.09



AOMC - Monthey TPC station - Beh 4/8 - 26.07.07



ASD - Aigle, Avenue de Lose - BDe 4/4 - 26.07.07



ASD - Aigle, Avenue du Chamossaire - BDe 4/4 - 26.07.07



ASD - Les Diablerets - BDe 4/4 - 27.07.07

Aigle-Sepey-Diablerets (ASD)

The Aigle-Sepey-Diablerets (ASD) line is part of the TPC group (Transports Publics du Chablais) which runs bus services and three other railways in the canton of Vaud.

This railway also has two sections running from Aigle to Le Sepey (13.8km) and from Les Planches to Les Diablerets (8.5km). This metre gauge railway is electrified at 1500V DC and the depot for the line is at Aigle.

The key units on the line are the BDe 4/4 two car units built in 1987 numbered 401 to 404. These have been liveried in blue and white for a number of years but a new green and white livery is now being applied.

The railway starts outside Aigle SBB station and the trains proceed away from the station and turn sharply from the SBB tracks and into the Avenue de Lose. The train continues street running up the Avenue du Chamossaire and makes a large sweeping turn around the Chateau Aigle. Passing through vineyards and woodland the railway follows the River Grande Eau. At Les Planches the track branches and there is a 1km diversion to Le Sepey. The train reverses at Le Sepey and passes Les Planches once again and heads further up the valley to Les Diablerets. The journey to Le Sepey takes 30 minutes and it takes a further 20 minutes to reach Les Diablerets.

The timetable here is not at regular intervals, the longest wait between trains can be up to 75 minutes. Most trains connect with the SBB at Aigle and the other two lines of the TPC found at Aigle: the Aigle-Leysin (AL) and the Aigle-Ollon-Monthey-Champery (AOMC). This line is less well used than the others belonging to the TPC. Modernisation of the signalling following recent accidents implies that the service will be sustained.



Biere-Apples-Morges (BAM)

The Biere-Apples-Morges (BAM) line is part of the MBC group (Morges-Biere-Cossonay) which runs bus services as well as this railway in the canton of Vaud.

The railway has two sections; from Morges to Biere via Apples is 19.1km, and from the junction at Apples the line to L'Isle-Mont-le-Ville is 10.7km. This metre gauge railway is electrified at 15000V AC and the depots for the line are at Biere and L'Isle.

The key units on the line are the ACMV Be 4/4 two car units built in 1981 numbered 11, 12, 14 and 15. There are two SLM Ge 4/4 electric locomotives supplied in 1994 for hauling freight. The livery for the units and locomotives is an attractive green and white.

The railway starts at Morges SBB station and runs toward Geneva following the main line before curving away toward the Jura. The line runs through the countryside passing the old castle at Vuflens, continuing to Apples where the connecting train to L'Isle awaits. The service from Morges departs to Biere, passing the short line to Biere Casernes.

From Apples there is either a single railcar service to L'Isle or a minibus service. There are fine views of the alps toward Bulle to be seen on the return journey to Morges.

The journey to Biere takes 30 minutes and it takes 15 minutes to reach L'Isle from Apples. There are trains hourly to Biere and they connect well with the SBB at Morges. This is a scenic, rural line with some interesting freight and typical Swiss countryside.



BAM - Apples - Be 4/4 - 04.06.08



BAM - Biere - Be 4/4 - 04.06.08



BAM - Morges - Ge 4/4 - 04.06.08



ASm - Aarwangen - Be 4/8 - 27.07.12



ASm - Solothurn Rotistrasse - Be 4/8 - 29.05.12



ASm - Langenthal - Be 4/8 - 29.05.12



ASm - Solothurn, St Ursus Cathedral - Be 4/8 - 29.07.12

Aare Seeland mobil (ASm)

The Aare Seeland mobil group runs a bus operation and three railways in the cantons of Bern and Solothurn. The Solothurn Niederbipp Bahn (SNB) is the part of the system described here. The railway runs between Solothurn and Langenthal via Niederbipp. This 24.5km metre gauge line is electrified at 1200V DC. There are two sections to the line, the Solothurn to Niederbipp section is 14.5km and the Niederbipp to Langenthal section is a further 11.0km. In late 2012 a new section opened from Niederbipp to Oensingen, a distance of 2.2km. There are two depots on the line, one at Wiedlisbach and the other just outside Langenthal. The key units on the line are the Stadler/Bombardier three car, low floor Be 4/8 'STAR' units that were delivered in 2008. The first three are Jupiter No 110, Merkur No 111 and Venus No 112. The livery for these units is a mid-red. A further three units were delivered in 2010.

The railway starts at Solothurn outside the main station in Luzernstrasse. It crosses the River Aare down the middle of Rotistrasse with good views of the Cathedral of St Ursus. The line passes Baseltor and runs beside Baselstrasse. It parallels the river through the countryside, with a shelf of the Jura to the left. It passes the depot at Wiedlisbach and the town of Oberbipp to reach Niederbipp in 25 minutes. Here the train meets the opposite service from Langenthal. Our train reverses here and passes under the main SBB line and heads for Langenthal. The railway runs through farmland and mature woodland before reaching Bannwil. A broad sweep of the line near the River Aare takes us back across the river and past the castle at Aarwangen Schloss. The line runs into Aarwangen station and then climbs uphill through the streets with traffic on both sides of the train. It is often a squeeze amongst the traffic. The line eventually leaves the road and passes through more woodland before reaching the depot and then turns into Langenthal main station.

The journey in total takes about 50 minutes. There are regular trains at 30 minute intervals in both directions except in the middle of the afternoon and later evenings. Trains connect well with the SBB at Solothurn, Niederbipp and Langenthal. This is an interesting line with street running at both ends and some attractive countryside with good views of the River Aare.



ASm - Solothurn - Be 4/8 - 29.05.12



ASm - Solothurn - Be 4/8 - 27.07.12



ASm - Niederbipp - Be 4/8 - 29.05.12

Blonay Chamby(BC)



BC - Chamby - G 2/2 No 4 'Rimini' - 27.06.10



BC - Blonay - HG 2/3 'Weisshorn' - 01.06.08



BC - Chamby - CGTE Tram No 151 - 27.06.10

The Blonay-Chamby Museum Line (BC) runs from Blonay to Chamby, a distance of 3.0km, in the canton of Vaud. This metre gauge line is electrified at 900V DC and has a depot at Chamby.

This is a museum line, with many interesting steam and electric vintage locomotives and units. Rolling stock is restored to original livery where possible.

Blonay is reached by railway from Vevey by the Chemins de fer Electriques Veveysans (CEV). The Blonay-Chamby railway starts at Blonay station adjacent to the lines for the CEV. The line runs along a plateau through woodland with splendid views down to Lake Geneva. There is a curved viaduct over the Baye de Clarens stream, followed by a short tunnel. The line passes the depot and the museum before arriving at Chamby. Here the line has cross platform connection with the Montreux Oberland Bahn (MOB).

There are trains in the season from May to October, at weekends and additionally on Thursdays and Fridays in July and August. The journey takes 15 minutes and connects with the CEV at Blonay and the MOB at Chamby. There are 5 steam services on Saturdays and 12 steam hauled journeys on Sundays. To reach the museum, it is better to include a trip as part of your journey as it is a long walk from Chamby. This is a unique line with historic rolling stock and a scenic gentle run with good views of Lake Geneva.



Biel-Täuffelen-Ins (BTI)

This line is run by the Aare Seeland Mobil group that also runs two other lines in the canton of Bern.

The railway runs between Biel (Bienne) and Ins, via Täuffelen. This 20.2km metre gauge line is electrified at 1200V DC. The depot for the line is situated at Täuffelen.

The key units on the line are the rather angular Stadler GTW, low floor Be 2/6 units with a centre power car and two driving trailers either side. These units were delivered in 1997 and 2007. They are liveried in grey, white, blue and red. They usually run in pairs.

The railway starts at Biel under the main station and proceeds through the tunnel before becoming a roadside line through the suburbs of Biel. It passes the opposite service before Täuffelen and the Bieler See also comes into view here. The Aare river is crossed just after Hagneck and the line passes through woodland near Luscherz. Kestrels fly over the farmland, known as the garden of Switzerland, where there are fields of cabbages, potatoes and corn. The line reaches the outskirts of Ins and finishes outside Ins BLS station in a separate bay.

The journey in total takes 38 minutes. There are regular trains at 60 minute intervals in both directions, connecting well with the SBB at Biel and the BLS at Ins. This is an interesting country branch line with good views of the Bieler See and the surrounding farmland and countryside.



BTI - Inns - Be 2/6 - 01.07.12



BTI - Täuffelen - Be 2/6 - 30.06.13



BTI - Täuffelen - Be 2/6 - 30.06.13



BVB - Bex, Place du Marche - Beh 4/8 - 03.06.08



BVB - Gryon - Beh 4/8 - 27.07.07



BVB - Villars - Beh 4/8 - 27.07.09



BVB - Villars - Beh 4/8 - 27.07.09

Bex-Villars-Bretaye (BVB)

The Bex-Villars-Bretaye (BVB) line is part of the TPC group (Transports Publics du Chablais) which runs bus services and three other railways in the canton of Vaud.

This railway also has two sections running from Bex to Villars-sur-Ollon (12.4km) and from Villars-sur-Ollons to Col-de Bretaye (4.7km). This metre gauge railway is electrified at 650V DC and uses the Abt rack system. The depots for the line are at Bevieux and Villars.

The key units on the line are the SLM BDeh 4/4 two car units built in 1977 and 1988 numbered 81 to 83. Newer units from Stadler Beh 4/8 numbered 91 to 93 were introduced in 2000 and 2001. These have been liveried in red and yellow for a number of years but the new unifying green and white livery is now being applied.

The railway starts outside Bex SBB station and the line curves away from the station and turns down the street running toward Bex. It passes the Church of St Clement and turns into the Place du Marche. The train continues alongside the road up to the depot at Bevieux. After this stop the rack is engaged and the climb made up through meadows and woodland to Gryon. Grand views of the Dents du Midi appear as the train climbs the hillside. At Gryon the train rejoins the road and climbs steadily to Villars, following the main street through Villars to the station.

At Villars a change of train takes place normally for the journey to the Col-de Bretaye. This section of the line is rack all the way and climbs past the golf course and up the mountain to Bretaye.

The journey to Villars takes 40 minutes and it takes a further 20 minutes to reach Bretaye. There are hourly trains to Villars from Bex all year round. From Villars to Bretaye there are frequent trains in the winter season, but in summer there are only three trains per day. Trains connect with the SBB at Bex, although there is usually a 15 minute wait. This is a scenic and rewarding line through some spectacular Swiss countryside with both street running and rack running.



BVB - Bex - Beh 4/8 - 25.06.10



BVB - Gرون Chalmery - BDeh 4/4 - 17.04.11



BVB - Bex Station, Dents du Midi - BDeh 4/4 - 03.07.11



CEV - Blonay - BDeh 2/4 and Be 2/6 - 01.06.08



CEV - Blonay - BDeh 2/8 - 01.06.08



CEV - Vevey - G2 2/2 - 27.06.10



CEV - Vevey, Riviera Belle Epoque - G2 2/2 - 27.06.10

Chemins de fer Électriques Vevysans (CEV)

The Chemins de fer Électriques Vevysans (CEV) is operated by the Montreux Oberland Bernois (MOB) group. It runs from Vevey to Blonay, a distance of 5.7km and from Blonay to Les Pléades, a distance of 4.8km. This metre gauge line uses the Strub rack system on the section from Blonay to Les Pléades and is electrified at 850V DC. The depots for the line are at Vevey and Blonay.

The key units for the Vevey to Blonay section are the Stadler Be 2/6 two car trains delivered in 1997 and 1998. For the rack section from Blonay to Les Pléades the main units are the SWP (Bombardier) BDeh 2/8 and 2/4 from 1970. The livery for the Stadler units is dark blue and white. The rack units are silver with an advertising livery.

At Vevey the line leaves from platforms adjacent to the SBB station. It turns sharply to follow the stream of the La Veveyse. It passes the depot and turns through a short tunnel to climb through the affluent suburbs of Vevey. It gradually ascends past the houses and gardens up to Blonay with glimpses of Lake Geneva below. At Blonay a change of train is needed to ascend the rack to Les Pléades. The line curves away from the station with a good view of the Chateau de Blonay. It climbs through woodland making several turns before reaching the summit at Les Pléades.

The journey from Vevey to Blonay takes 15 minutes and there are trains every 30 minutes. From Blonay to Les Pléades takes 20 minutes and there are trains hourly. There are good connections with the SBB at Vevey and the Blonay Chamby(BC) at Blonay. This is a scenic suburban line followed by a rack mountain line with fine views of the Swiss and French Alps and Lake Geneva.

Heritage Services are run from Vevey to Blonay as the Riviera Belle Epoque in conjunction with Blonay Chamby. These steam services run on the last Sunday of the month from May to October, running from Vevey to Blonay and on to Chamby and return.



CEV - Vevey, Riviera Belle Epoque - G2 2/2 - 27.06.10

Chamonix-Montenvers (CM)

The Chamonix Montenvers (CM) line runs from Chamonix to Montenvers, a distance of 5.1km. This metre gauge line uses the Strub rack system and is electrified using 11000VAC.

The key units on the line are the SLM Bhe 4/4 two car trains delivered in 1954, 1960 and 1979. The livery is red.

At Chamonix, leave the Mont Blanc Express (MBE), cross the railway by the footbridge to reach the terminus of the CM. The line leaves Chamonix on the rack and climbs through woodland with glimpses of the Aiguille du Dru. The line makes a horseshoe turn and climbs up to the terminus above the Mer de Glace. There are spectacular views of the glacier and the Aiguille du Tacul and the Grandes Jorasses mountains behind.

The journey from Chamonix to Montenvers takes 30 minutes and there are trains every 20 minutes in peak times. Trains often run in multiple. There are good connections with the MBE at Chamonix. This is a scenic mountain line with distinctive views of the Mer de Glace and French Alps.



CM - Montenvers, Aiguille du Tacul - Bhe 4/4 - 25.07.07



CM - Montenvers, Grandes Jorasses - Bhe 4/4 - 25.07.07



CJ - Combe Tabeillon - BDe 4/4 - 30.06.13



CJ - Glovelier - ABe 2/6 - 15.04.11



CJ - La Chaux - ABe 2/6 - 01.06.08



CJ - Le Noirmont - Bef 4/4 - 15.04.11

Chemins de Fer du Jura (CJ)

The Chemin de Fer du Jura (CJ) has a standard gauge line from Porrentruy to Bonfol as well as the narrow gauge lines described here, all running in the canton of Jura. The metre gauge railway runs from La Chaux de Fonds to Glovelier, a distance of 51.4 km and from the junction at Le Noirmont to Tavannes a distance of 23.0km. The railway is electrified at 1500V DC and the depots for the line are at Tramelan and Saignelegier.

The key units on the line are the FFA BDe 4/4 two car units built in 1985 numbered 611 to 614 and the more modern Stadler ABe 2/6 units 631 to 634 built in 2001. The livery for the units is an attractive red and white.

The railway starts at La Chaux de Fonds SBB station and climbs away down the centre of the city streets for 1km before separating from the road. The railway runs through farmland and countryside to reach the junction of Le Noirmont. Here, the connecting train to Tavannes is met along with the service from the opposite end of the line at Glovelier. The line to Tavannes is followed before curving away through woodland towards Saignelegier. The depot for La Traction is passed at Pre-Petitjean. The line runs into woodland and makes a sharp turn back on itself to reach the isolated wooded station at Combe Tabeillon. This is a reversing point and the driver walks from one end of the train to the other and takes the train onto the lower section down to Glovelier, running beside the SBB tracks to finish outside the station.

The service from Le Noirmont to Tavannes sets off from Le Noirmont across the farmland, before descending through woodland. It makes an S shaped descent from above Tramelan and then proceeds to Tavannes connecting with the SBB.

The journey from La Chaux de Fonds to Le Noirmont takes 40 minutes, from Le Noirmont to Glovelier takes 60 minutes or alternatively from Le Noirmont to Tavannes takes 35 minutes. There are hourly trains on both lines connecting well with the SBB at La Chaux, Glovelier and Tavannes. These are scenic lines with wooded countryside and farmland. The unique horses of the Jura are often seen from the train.

Heritage Services are operated by the La Traction group, running two Mallet steam engines over the CJ lines during the summer months



Ferrovia Luganesi (FLP)

The Ferrovia Luganesi (FLP) line runs from Lugano to Ponte Tresa in the canton of Ticino, a distance of 12.2km. This metre gauge line is electrified at 1000V DC, with a depot at Agno.

The key units on the line are the Be 4/12 units built by SIG in 1979. These were originally Be 4/4, but have had a low floor centre carriage added. The livery is orange and cream. The trains appear very friendly having smiles painted on the front!

The line starts in Lugano on the opposite side of the street from the SBB station. This line serves stations west of Lugano, the Lugano Airport and rejoins the lake of Lugano at Ponte Tresa. There is a good view of Monte Bre and the lake before the line goes into tunnel coming out in the western suburbs of Lugano. The line descends gradually, running parallel with, before crossing the main road to Italy that avoids Lugano. The airport and the western arm of Lake Lugano come into view as the train loops down to lake level. The trains run past the golf course at Magliaso and then run near the lake before joining the main road into Ponte Tresa. The line is single track with key crossing points at stations.

The journey to Ponte Tresa takes 25 minutes and trains run every 15 minutes. Ponte Tresa is a resort town on Lake Lugano with Italianate style buildings and churches surrounded by green wooded hills. The station is built into the hillside and has a car park and church on top. This is a scenic commuter line with good views of Lake Lugano.



FLP - Lugano, Lorenzo Cathedral - Be 4/12 - 22.07.08



FLP - Ponte Tresa - Be 4/12 - 24.07.08



FLP - Ponte Tresa, Chiesa di Ponte Tresa - Be 4/12 - 22.07.08



Centovalli - Intragna station - ABe 4/6 - 26.07.09



Centovalli - Ponte Brolle - ABe 4/6 - 26.06.10



Centovalli - Trontano - ABe 8/8 - 26.06.12



Centovalli - Intragna River Isorno - ABe 12/16 - 29.06.10

Centovalli to Italy (FART)

The Centovalli line runs from Locarno in the Ticino to Domodossola in Italy. The line is jointly administered by the Italian Vigezzina (SSIF – Societa Subalpina di Imprese Ferrovarie) and the Swiss Centovallina (Ferrovie Autolinee Regionali Ticinese). There are 17km of track in Switzerland and 32 km in Italy.

This metre gauge line has been electrified from inception and the current voltage is 1350V DC. The main depot for the Italian part of the line is at Domodossola, for the Swiss part there is a depot at Ponte Brolle.

The key units on the line are the two car ABe 4/6 units from 1992. The older units ABe 8/8 from 1959 are in use mainly for the through services to Italy. These units have been modernised and rebuilt with improved windows and air conditioning. Also introduced in 2007 are the Skoda built panoramic trains ABPe 12/12 incorporating a faceted design with angular sides. Because of passenger demand these units have had a fourth coach added making them into ABPe 12/16. The livery for the trains is blue and cream.

The starting point for the railway is the underground station in Locarno. Originally the line terminated outside the main station but traffic problems eventually meant putting the line underground. The underground section was opened in 1990. Trains stop at two further stations underground before meeting the sunlight at San Martino station. The railway follows the River Maggia up to Ponte Brolle where it joins the River Melleza. There is a tremendous gorge at Ponte Brolle and you can see down to people swimming and sunbathing far below the train. The train climbs steadily up the valley and through the wooded countryside. Many of the trees are Sweet Chestnut and Robinia giving the valley its unique appearance. At Intragna the train crosses the River Isorno via a superb viaduct parallel to the road before entering the station.



Centovalli - Verdasio - ABe 4/6 - 23.07.08

Palm trees stand by Verdasio station where there is one of the regions cable cars up to Rasa. At Palestro a dam has created a huge reservoir that stretches back to Camedo. The reservoir is crossed by another spidery bridge just prior to turning into Camedo station. At Camedo, the mew of Buzzards circling high above the valley can be heard.

The line is single track throughout and all the stations have passing loops. Camedo is the end of the line for the Swiss section, through trains carry on to Domodossola at regular intervals. The Italian part of the line is no less interesting with the line reaching 800m at Santa Maria Maggiore the main Italian town. The line descends quite steeply from Trontano reaching the valley floor at Masera and running across the plain to Domodossola.

The journey from Locarno to Camedo takes approximately 40 minutes. Onward to Domodossola takes another hour. A regular interval timetable has not yet been established for this line. There are trains at least hourly from Locarno to Camedo, the international Panoramic expresses run three times each day each way and these are supplemented by five further through trains each day.

This is a unique line in attractive countryside. The small towns and villages served by the line are probably all worthy of a visit just to admire the local church or the architecture, apart from the natural history and the many walks.



Centovalle - Camedo viaduct - ABe 8/8 - 01.07.11



Centovalle - Tegna - ABe 4/6 - 26.07.09



Centovalle - Intragna viaduct - ABe 12/16 - 26.06.10



GGB - Gornergrat - Bhe 4/6 - 01.07.13



GGB - Gornergrat, Matterhorn, - Bhe 4/8 - 01.07.13



GGB - Matterhorn, Dent Blanch, Zinalrothorn - Bhe 4/8 - 01.07.13

Gornergrat Bahn (GGB)

The Gornergrat Bahn (GGB) is part of the Matterhorn Gornergrat Bahn (MGB) group and runs from Zermatt to Gornergrat, in the canton of Valais, a distance of 9.4km. This metre gauge line uses the Abt rack system, is electrified at 725V three phase with the main depot at Zermatt.

The key units in use on the line are the SLM Bhe 4/8 delivered in 1993 and the Stadler built Bhe 4/6 units from 2006. Older units are often in use in peak times. The livery is red or red and black.

In Zermatt, the station for Gornergrat is in sight to the left of the MGB station. There are usually queues for this busy line at the Zermatt terminus, although to meet demand trains often run in multiple. The line runs through Zermatt, crossing the Matter Vispa stream and gradually climbs above the hotels. Trains pass through woodland and short tunnels, turning and climbing to Riffelalp. Above the tree line the train turns and appears to run directly toward the Matterhorn. Turning again the Gorner glacier is in view with the dome of the Breithorn. On a double track section just before the summit the huge white Monte Rosa comes into view. The summit is open air with the station a fine castle like structure.

The journey from Zermatt to Gornergrat takes 33 minutes and the service is every 24 minutes. There are good connections with the MGB at Zermatt. This is a magnificent mountain line, with the finest views in Switzerland at the summit.



Lausanne-Echallens-Bercher (LEB)

The Lausanne-Echallens-Bercher (LEB) line starts from Lausanne in the canton of Vaud.

This metre gauge railway is 22.8km long and is electrified at 1500V DC. The depot for the line is at Echallens.

New units were introduced in 2010, built by Stadler. These are the RBe 4/8 two car units, in an attractive green and white livery.

The railway starts at Lausanne Flon station which is reached after a steep walk uphill from Lausanne SBB station. The line is in tunnel for several stops before emerging in the centre of the main road to Yverdon. After leaving the streets of Lausanne the line runs through farmland and countryside towards Echallens. At Echallens, much of the older stock is stored. From Echallens the line has two further stops before reaching the terminus at Bercher.

The journey to Bercher takes 39 minutes. There are trains every thirty minutes to Echallens and these are extended hourly to Bercher. This is a scenic, rural line with typical Swiss countryside and street running at the Lausanne end.

Heritage Services are run on Sundays in July and August. These steam excursions are hauled by G 3/3 No 8 'Echallens' and run from Cheseaux to Bercher and return.



LEB - Echallens - G 3/3 'Echallens' - 27.06.10



LEB - Echallens - RBe 4/8 - 27.06.10



LEB - Echallens - Be 4/8 - 27.06.10



MGB - Brig - 3 Generations - 03.06.08



MGB - Göschenen - Deh 4/4 - 24.07.08



MGB - Täsch, Vispa River - Glacier Express - 02.07.13



MGB - Realp - Glacier Express - 24.07.08

Matterhorn Gotthard Bahn (MGB)

The Matterhorn Gotthard Bahn operates several routes in the west (Valais) and centre of Switzerland (Uri and Graubünden). The line from Brig through Visp to Zermatt is 44.0km, the line from Brig through Andermatt to Disentis Mustér is 96.9km and the line from Andermatt to Göschenen is 3.7km. These metre gauge lines use the Abt rack system, are electrified using 11000V AC and the depots are at Andermatt and outside Brig at Brig Glisergund.

There are several types of motive power. The power for journeys across the network from Disentis to Zermatt is provided by the SLM HGe 4/4 II locomotives built in 1986 to 1990. For journeys from Göschenen to Brig the SLM Motor luggage vans Deh 4/4 II from 1984 are used. For the journeys from Brig to Zermatt the EMUs ABDeh 4/8 or 4/10, 3 and 4 car units from 2008 are used. The livery is red and white.

The line to Zermatt begins from Brig outside the SBB station. The railway runs past the extensive depot at Brig Glisergund and follows the main line along the valley to Visp. At Visp the line turns south up the Vispa valley following the river. There is a short rack section before reaching Stalden and another section after Kalpetran. The line runs up the valley through St Niklaus and Randa to reach Täsch. At Täsch extra trains are provided as a shuttle to Zermatt for passengers leaving their cars at Täsch. The line climbs up into the terminus at Zermatt, with a brief view of the Matterhorn above.

The line to Andermatt from Brig also starts outside the SBB station in the forecourt. Trains ascend past the SBB marshalling yards and tunnel under the SBB line to reach Bitsch. The line follows the River Rhone upstream through the Goms Valley. Fiesch is a hotspot for walkers and those using the local cable cars. At Oberwald the tourist line Dampfbahn Furka Bergstrecke (DFB) runs the old route of the MGB over the Furka pass to Realp. Our line runs through the Furka Base Tunnel a distance of 15.4km. Emerging at Realp the line follows the stream of the Furkareuss along the valley to Andermatt.



MGB - Brig - HGe 4/4 II - 09.04.13

From Andermatt the line now makes a steep ascent with several loops across the hillside up to Nätschen. From here the line passes the lake at Oberalpasshohe, the summit of the journey at 2200m. Running downhill on the rack, the line descends through Sedrun. Passing through a short tunnel, Disentis Mustér is reached where there are onward connections with the Rhätische Bahn (RhB).

Andermatt is also the start of the short journey down to Göschenen. The line descends down the Schollenen gorge on the rack accompanying the road. The main Gotthard railway comes into view as the train slowly runs down into Göschenen.

The journey from Brig to Zermatt takes 80 minutes, from Brig to Andermatt takes 2 hours and from Andermatt to Disentis takes 70 minutes. From Andermatt to Göschenen takes 10 to 15 minutes. There are regular interval hourly trains on all routes. There are good connections with the SBB at Brig, Visp and Göschenen and with the RhB at Disentis Mustér. These are scenic mountain lines providing an essential link across the spine of Switzerland with good views of the central Alps.

Heritage Services are run on summer Sundays between Brig and Oberwald with steam power provided by HG 2/3 No 7.



MGB - Brig - HG 2/3 No 7 - 26.07.09



MGB - Täsch, Vispa river - HGe 4/4 II - 07.07.13



MGB - Realp, - Car Transporter - 24.07.08



MBE - Martroc, Aiguille Verte - Z 850 - 03.07.11



MBE - Chatelard - Z 850 - 27.07.07



MBE - Martroc - Z 850 - 30.06.10



MBE - Martigny - BDeh 4/4 and 4/8 - 05.07.11

Mont-Blanc Express (MBE)

The Mont Blanc Express is operated by the Transports de Martigny et Régions (TMR) group. It runs from Martigny in Valais to Chamonix in France, a distance of 18.1km in Switzerland and 17.9km in France. This metre gauge line uses the Riggisbach rack system and is electrified using both overhead and third rail at 800V DC. The depots for the line are at Vernayez, Finhaut and Le Chatelard.

The key units on the line are the SLM BDeh 4/8 two car trains delivered in 1997 and the SNCF Stadler Z 850 three car units delivered in 2006. The livery is red and white.

At Martigny the platforms for the Mont Blanc Express are at the west end of the station with the castle in full view. The train runs along the valley beside the SBB line to Vernayez. After this stop there is a steep ascent on the rack up the hill and through to the Trient Valley. There are superb views back down the Rhone Valley from the train. The Trient Valley has some picturesque villages and good mountain views. Silver Washed Fritillaries and Apollo butterflies accompany the train along the valley. At Le Chatelard or Vallorcine there is sometimes a train change. All the train announcements on the Swiss side of the border are in three languages, but once over into France expect only French!

The tunnel from the Trient Valley through to the Chamonix Valley is 1882m long. When the train emerges at Montroc le Planet there are superb views of the near mountains: Aiguille Verte and Aiguille du Dru. The Mont Blanc Group first becomes visible from the station here. As the train continues down the valley the views of Mont Blanc become even more special. At Chamonix there are good views of Mont Blanc, the Dome de Goutier and the Glacier des Bossons from the station.

The journey from Martigny to Chamonix takes 90 minutes and there are hourly trains. There are good connections with the SBB at Martigny and other TMR services to Orsières and Le Chable. This is a spectacular international mountain line with commanding views of the French Alps. In Chamonix there are numerous attractions including the Le Brevent cable car and the Aiguille du Midi cable car. For railway enthusiasts a further train ride up the rack railway to Montenvers is a good choice.



MBE - Chatelard - BDeh 4/8 - 30.06.10



MBE - Chamonix, Mont Blanc - Z 850 - 25.07.07



MBE - Montroc, Aiguille Verte - BDeh 4/8 - 27.07.07



MOB - Lenk - Class 5000 Be 4/4 - 29.06.12



MOB - Montreux - Ge 4/4 - 26.07.10



MOB - Montbovon - Class 4000 ABDe 8/8 - 02.06.08



MOB - Zweisimmen - Golden Pass - 29.06.12

Montreux Oberland Bernois (MOB)

The Montreux Oberland Bernois (MOB) railway runs two routes, the main one being from Montreux to Zweisimmen (62.4km) and the secondary line is from Zweisimmen to Lenk (12.9km). The main line connects Canton Vaud with Canton Bern, whereas the secondary line is located in Canton Bern. This metre gauge line is electrified at 850V DC. There are three depots for the line at Charnex, Zweisimmen and Montreux. There is a variety of stock on the route, the 4000 series SIG ABDe 8/8 two car units built in 1968 haul local trains with added coaches. The 5000 series SIG Be 4/4 are now centre cars with driving trailers either side. There are locomotives of the 6000 series SLM GDe 4/4 built in 1983 and locomotives of the 8000 series SLM Ge 4/4 built in 1995. Locomotives are used to haul the Golden Pass services and the panoramic driving trailers.

The railway starts in Montreux in the station complex. It heads off in the opposite direction to that expected and immediately turns in tunnel back on itself. The line ascends above Montreux in several sweeps until it reaches Chamby where it meets the Blonay Chamby preserved railway. The line heads away from Montreux to Les Avants. Here it enters the longest tunnel on the line, the Jaman tunnel 2424m. It follows the river valley and twists round to enter Montbovon from the north (very confusing). At Montbovon the TPF line from Bulle sits alongside the MOB. The railway travels south before turning east again at La Tine, following the La Sarine River. The railway follows the river valley up to Chateux-d'Oex and on to Saanen and Gstaad. The line continues to Zweisimmen proceeding through a hairpin tunnel before entering Zweisimmen. The line to Lenk follows the River Simme valley through St Stephan and Matten.

There are regular trains at hourly intervals from Montreux to Zweisimmen taking either one hour 45 minutes or two hours for the journey. The line to Lenk has trains at least hourly and the journey takes 18 minutes. This is a leisurely panoramic route across the heart of Switzerland linking Lake Geneva in the west with the Bernese Oberland. It runs through farmland and countryside and has superb views down to Lake Geneva.



MOB - Zweisimmen - Ge 4/4 - 29.06.12



MOB - Lenk - Class 5000 Be 4/4 - 29.06.12



MOB - Zweisimmen - Class 4000 ABDe 8/8 - 29.06.12



MTGN - Montreux - Bhe 4/8 - 09.04.13



MTGN - Montreux - Bhe 4/8 - 02.06.08



MTGN - Montreux - Bhe 4/8 - 09.04.13

Montreux-Territet-Glion-Naye (MTGN)

The Montreux-Territet-Glion-Naye (MTGN) is operated by the Montreux Oberland Bernois (MOB) group. It runs from Montreux to Rochers-de-Naye in the canton of Vaud, a distance of 10.3km. This 800mm gauge line uses the Abt rack system and is electrified at 850V DC. The depot for the line is at Glion.

The key units on the line are the SLM Bhe 4/8 two car trains delivered in 1983 and 1992. The livery is blue and white.

At Montreux the platform for the trains to Rochers-de-Naye is at the far side of the station. The line climbs on the rack out of the station through a short tunnel. It gradually ascends above Montreux, turning back on itself to reach Glion. The train passes the depot and then climbs through woodland to Caux. The line heads towards the Dent de Jaman and turns to pass through Jaman station. Traversing mountainous territory the train passes through another tunnel before turning into the terminus at Rochers-de-Naye.

The journey from Montreux to Rochers-de-Naye takes 55 minutes and there are hourly trains. There are good connections with the SBB and the MOB at Montreux. This is a spectacular rack mountain line with fine views at the summit of the Swiss and French Alps and Lake Geneva.



Monte Generoso (MG)

The Ferrovia Monte Generoso (MG) line runs from Capolago to Generoso Vetta in the canton of Ticino, a distance of 9.0km. This 800mm gauge line uses the Abt rack system and is electrified at 800V DC, with a depot at Capolago.

The key units on the line are the SLM Bhe 4/8 units built in 1982. The livery is orange and blue.

The line starts at Capolago Lago beside the Lake of Lugano. It runs several hundred metres along to Capolago Riva San Vitale, the SBB station. From here the line climbs over the main line and then turns back on itself through a tunnel. The train ascends through wooded valleys up to Bellavista. Nearing the summit at Generoso Vetta, the line offers views on both sides. At the summit there are superb views of the Ticino, the Alps and Italy to the south.

The journey to Generoso Vetta takes 35 minutes and trains run at least hourly. There are good connections with the Lake Steamers and the SBB at Capolago. This is a scenic mountain railway with good views of Lake Lugano and the Alps.



MG - Capolago - Bhe 4/8 - 04.07.13



MG - Capolago - Bhe 4/8 - 04.07.13



MG - Capolago - Bhe 4/8 - 04.07.13

Nyon-St.Cergue-Morez (NStCM)



NStCM - La Cure - Be 4/4 - 07.04.13



NStCM - Le Muids - Be 4/4 - 07.04.13



NStCM - Le Muids - Be 4/4 - 07.04.13

This railway runs between Nyon and La Cure, in the canton of Vaud, a distance of 27.0km. Originally the line ran through to Morez, in France, hence the inclusion of Morez in the name. This metre gauge line is electrified at 1500V DC and has two depots, one at Nyon Les Plantaz and the other at St. Cergue.

The key units on the line are the ACMV (Bombardier) Be 4/4 two car trains delivered in 1985. The livery is red and orange.

The line starts at Nyon in an underground station set at right angles below the level of the main SBB station. After running in a short tunnel the line emerges to pass the depot at Les Plantaz. The line passes through vineyards and farmland, with grazing dairy and beef cattle. A large wellness clinic has its own station at La Joy-Clinique. Kestrels fly over the countryside as the line sweeps up the hillside. Le Muids is the crossing place for the opposite service from La Cure. Passing through woodland and a short tunnel, the train reaches Arzier. There are distant views of Lake Geneva before reaching St-Cergue. From St-Cergue the line climbs further to La Givrine before descending again to the terminus at La Cure, on the border with France.

The journey from Nyon to La Cure takes just under 50 minutes, with trains hourly to La Cure and every half hour to St. Cergue. There are good connections with the SBB at Nyon. This is a scenic country branch line with good views of Lake Geneva and the distant Alps and attractive woodland slopes leading toward the Jura.



Transports Régionaux Neuchâtelois (TRN)

The Transports Régionaux Neuchâtelois (TRN) runs two metre gauge railway lines in the canton of Jura. The first line runs from La-Chaux-de-Fonds to Les Ponts-de Martel, a distance of 16.2km. The second line runs from Le Locle to Les Brenets, a distance of 4.1km. Both lines are electrified at 1500V DC, with depots at Les Ponts-de-Martel and Les Brenets.

The key units on the Les Ponts line are the ACMV (Bombardier) BDe 4/4 from 1991 and on the Les Brenets line the REG (Italian) BDe 4/4 from 1950. The livery is two tone grey and red with a yellow line.

The line to Les Ponts-de-Martel starts from La-Chaux-de-Fonds and climbs quickly with the CJ line, above the SBB line. It crosses over and runs parallel with the main line and then turns down the wooded valley to La Sagne. Farmland occupies the wide valley and the terminus of Les Ponts-de-Martel is reached surrounded by rolling hills.

The line to Les Brenets starts from Le Locle SBB station and curves away passing through a tunnel. The line passes through woodland before further tunnels. Views of the Le Doubs gorge precede the entry to the station at Les Brenets.

The journey from La Chaux to Les Ponts takes 23 minutes, from Le Locle to Les Brenets takes 7 minutes. There are hourly trains. There are good connections with the SBB and CJ at La Chaux and with the SBB at Le Locle. These are scenic country branch lines with good views of Le Doubs and attractive wooded hills.



TRN - Le Locle - BDe 4/4 - 05.04.13



TRN - Les Brenets - BDe 4/4 - 05.04.13



TRN - Les Ponts-de-Martel - BDe 4/4 - 05.04.13



TPF - Montbovon - BDe 4/4 - 02.06.08



TPF - Montbovon - BDe 4/4 - 02.06.08



TPF - Montbovon - BDe 4/4 - 02.06.08

Transports Public Fribourgeois (TPF)

The Palezieux to Montbovon line is part of the TPF group (Transports Public Fribourgeois) which runs standard gauge railways as well as this metre gauge railway in the canton of Fribourg.

The railway runs from Palezieux to Chatel St.Denis, on to Bulle and terminates at Montbovon. This metre gauge railway is 43.5 km long and is electrified at 800V DC. The depots for the line are at Chatel St.Denis and Montbovon.

The key units on the line are the ACMV BDe 4/4 units, built in 1993 and 1995 numbered 121 to 124. The livery for the units is a striking orange, silver and white.

The railway starts at Palezieux SBB station and soon curves away from the main line heading toward Chatel St.Denis. At Chatel St.Denis there is a reversal to continue the journey. The railway crosses the N12 motorway twice before running parallel with it. The train passes the standard gauge works at Bulle before entering the town. At Bulle there are connections with the standard gauge to Romont and the metre gauge branch to Broc Fabrique and the chocolate factory belonging to Nestle. The line turns south and runs through Gruyeres and into the countryside running parallel with the river La Sarine. It passes Grandvillard and the train runs into Montbovon on the street. At Montbovon the train terminates and connects with the Montreux Oberland Bahn (MOB). Confusingly, the line south takes you to Gstaad and the line north to Montreux.

The journey from Palezieux to Montbovon takes 75 minutes. There are regular interval hourly trains on this line and they connect well with the SBB at Palezieux and the MOB at Montbovon. This is a scenic cross country line connecting some key tourist attractions in gentle rolling countryside.



Trains Touristiques d'Emosson (TTE)

The Emosson dam is reached by a unique transport arrangement run by the Parc d'Attractions du Chatelard. The trip is in three stages, initially by Funicular, then by train on a 600mm gauge line, then by Minifunicular.

The journey starts at Le Chatelard VS station (1126m) on the Martigny to Chamonix narrow gauge railway line (MBE). After the 22 minute journey in the funicular, the top station of Chateau d'Eau (1821m) is reached. At the summit there is a short walk to the Scenic Train. This line is 1.7km long and the journey takes 10 minutes. The carriages are open air, closed on the valley side and offer a welcome seat and opportunity to take photographs. Usually the first weekends in July and August offer the opportunity to experience the Decauville steam engines haul the trains. Otherwise diesel traction is employed. The 600mm railway runs along the mountain shelf through woods and tunnels with good views toward Mont Blanc on the left. The Emosson dam comes into sight just before the end station, Emosson-Barrage. Here there is a small cabin known as the Minifunc that takes passengers up another 140m to the dam.

There are several trips per day run in the summer season, with the total journey time of 40 minutes. This is a spectacular mountain line with fine views of Mont Blanc and the French Alps.



TTE - Chateaux d'Eau - Decauville Liseli - 02.07.11



TTE - Chateaux d'Eau - Decauville Liseli - 02.07.11



TTE - Emosson Barrage - Decauville Liseli - 02.07.11



YSC - Ste Croix - Be 2/6 - 02.07.12



YSC - Ste Croix - Be 2/6 - 02.07.12



YSC - Yverdon - Ge 4/4 - 02.07.12

Yverdon-Ste.Croix (YSteC)

This line is run by the Travys SA group that also runs two other lines in the canton of Vaud.

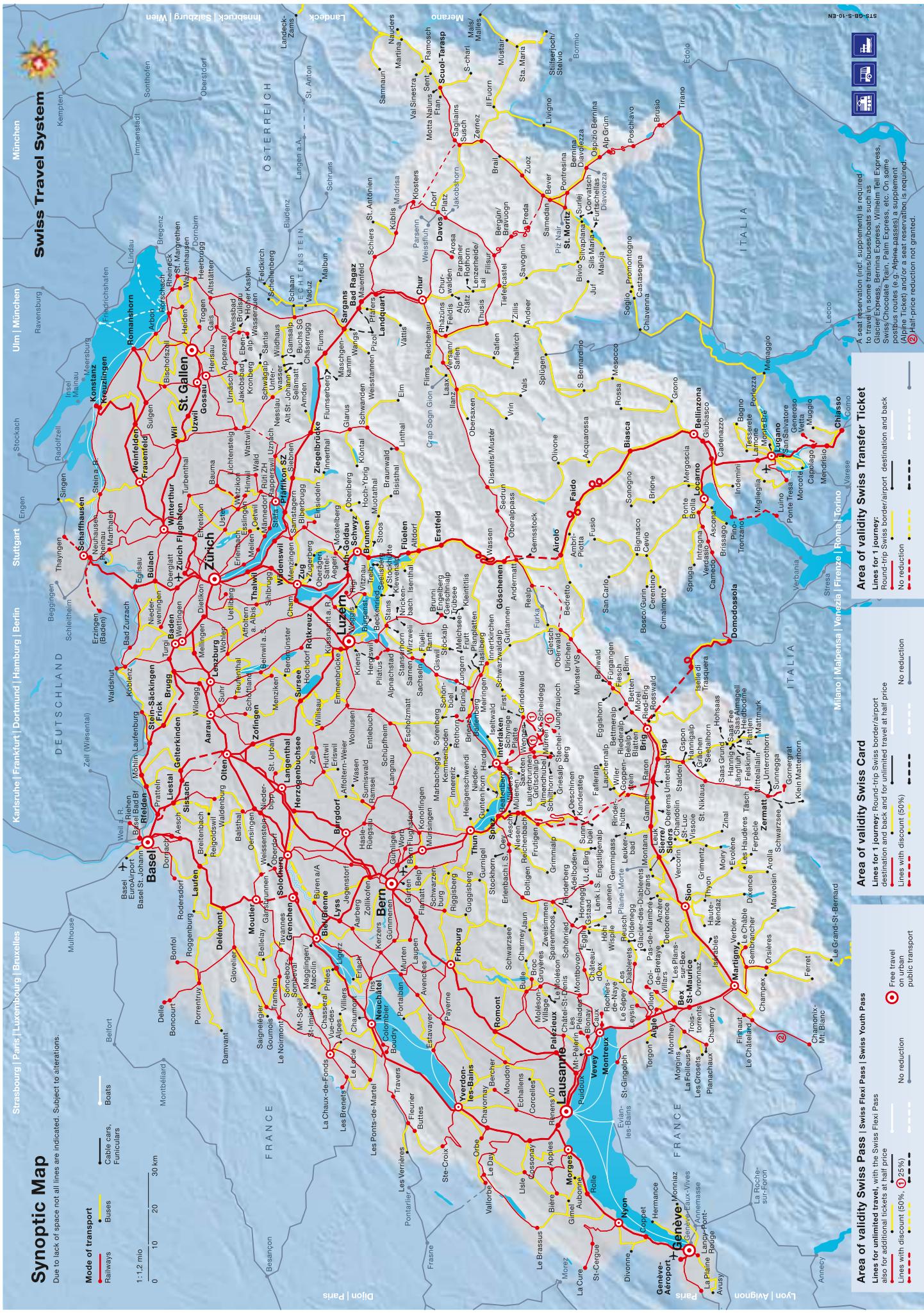
The railway runs between Yverdon les Bains and Ste-Croix. This 24.2km metre gauge line is electrified at 15000V AC. There are two depots on the line one at Yverdon and the other at Ste-Croix.

The key units on the line are the Stadler low floor Be 2/6 units with a centre power car and two driving trailers either side, that were delivered in 2001. These are liveried in an unusual pink, red and white. The most photographed unit is the Ge 4/4 No 21, with crocodiles painted on the sides.

The railway starts at Yverdon in the bay platforms of the SBB station. The railway parallels the main line before branching off west through the suburbs of Yverdon. The line passes through woodland and farmland among fields of corn and wheat. The opposite service from Ste-Croix is met at Baulmes. After Baulmes the line makes a broad sweep through Six-Fontaines climbing continuously and turns back looking down on Baulmes. The view to the right is over farmland and across to Yverdon and Lake Neuchatel. The line passes through woodland and eventually reaches Ste-Croix.

The journey in total takes 36 minutes. There are regular trains at 60 minute intervals in both directions, connecting well with the SBB at Yverdon. This is an interesting country branch line with some good views and attractive woodland slopes leading toward the Jura.







Swiss Narrow Gauge

Volume One: West

- Describes 25 railways in South and West Switzerland.
- 100 colour photographs.

Switzerland has the finest Narrow Gauge railway system in the world.

Narrow Gauge lines serve towns, countryside and mountains and are fully integrated with the standard gauge lines run by the SBB.

ISBN: 978-0-9575048-1-3

