



Narrow Gauge

Volume Two: East



Jason Sargerson

Charaxes Publications

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Published 2014 by Charaxes Publications, 17 Muirfield Park, Hull, East Yorkshire, HU5 3JF, United Kingdom

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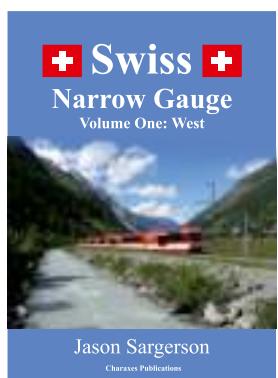
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The author would like to thank the following people for their encouragement and assistance in the publication of this book:
Malcolm Bulpitt, David Stevenson, Dave Caulfield, Joanne Foster, Robert Ward, Joyce Ward.

Printed by Artyfax Commercial Printers, Hull

ISBN: 978-0-9575048-2-0



Front Cover Image:

RhB Bernina - Le Prese, Bernina Express - ABe 4/4 I - 31.07.07

Back Cover Images:

Top: RhB Bernina - Le Prese and Sasalb - ABe 4/4 II - 31.07.07

Bottom: WAB - Grindelwald, Wetterhorn - BDHe 4/8 - 31.07.10

Other booklets also available direct from Jason Sargerson.

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) gauge 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 east, including railways in the north and the centre. I have separated the Rhätische Bahn (RhB) into the separate lines to devote more space to them. 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 excellent 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.



RhB - Alp Grüm - Allegra - 05.08.14

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.

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.





AB - Appenzell - BDeh 4/4 - 29.07.08



AB - St Gallen - BDeh 4/4 - 31.07.10



AB - Gossau - BDe 4/4 - 29.07.08



AB - St Gallen - BDeh 4/4 - 01.08.14

Appenzellerbahnen (AB)

The Appenzellerbahnen (AB) runs three routes based in the cantons of St Gallen and Appenzell. The first line runs from St Gallen to Appenzell via Gais, a distance of 20.1km. The second line runs from Wasserauen via Appenzell to Herisau and Gossau, a distance of 32.1km. The third line runs from Gais to Altsttten Stadt a distance of 7.7km.

These metre gauge lines use the Rigenbach rack system on the line leaving St Gallen, and the Strub system on the line from Gais to Altsttten. The lines are electrified at 1500V DC with depots at Gais, Appenzell, Wasserauen and Herisau.

The key units on the St Gallen line are the SLM BDeh 4/4 units delivered in 1981. On the Altsttten line the BDeh 4/4 units were built in 1993. On the Wasserauen line the units are adhesion only and are BDe 4/4 built in 1986 and 1993. The livery for the stock is red.

The line from St Gallen begins outside the SBB station next to the railway for the Toggenburgbahn. It proceeds in an uphill curve on the rack, with good views of St Gallen. The railway accompanies the road as a roadside tramway to Teufen. It then passes through farmland and small villages to reach Gais. Here there is a sharp curve at the station taking the train in the direction of Appenzell. The railway travels through the lowland hills to reach Appenzell, passing over the River Sitter.

At Wasserauen the line sets off for Appenzell through farmland and low hills, following the River Sitter. After meeting the connecting train at Appenzell, the line traverses the countryside to Urnsch, where it turns sharply. The line then runs downhill to Herisau. At Herisau the line crosses over the SOB line and curves back to Gossau, terminating outside the SBB station.

The line to Altsttten starts at Gais, running across the plateau before descending sharply on the rack. It runs into Altsttten Stadt, terminating here, some distance from the SBB station, which is connected by bus.

There are regular trains at 30 minute intervals between St Gallen and Appenzell, with the journey taking 44 minutes. There are trains every 30 minutes between Wasserauen and Gossau with a journey time of 54 minutes. There are hourly trains from Gais to Altsttten with the journey taking 22 minutes. There are good connections with the SBB at St Gallen, Herisau and Gossau. These are scenic rural lines linking key towns in the Appenzell region with the main SBB routes.

Heritage Services are operated by steam locomotive G 3/4 No 14 between Appenzell and Wasserauen on summer Sundays.



AAR(WSB)-Aargauer Agglomerations Regionalverkehr

The Wynental and Suhrental Bahn (WSB) runs bus services and two railway lines in the Aarau region. The two railway lines run from Aarau to Menziken (22.0km) and from Aarau to Schoftland (10.2km).

These metre gauge lines are electrified at 750V DC. There are three depots for the line at Aarau, Menziken and Schoftland.

The key units on the line are the two car, SWA (Stadler) Be 4/8 units normally liveried in silver, although advertising liveries make a welcome change. These have been augmented with units bought from the BDWM so that there are ten mixed units, comprising one car of the original WSB unit and one car from the BDWM. These ten units are numbers 28 to 32 and 35 to 39. Units 33 and 34 remain as original WSB sets.

The platforms and approach lines for the WSB at Aarau station have undergone an upgrade in 2012. The line to Menziken now follows the old alignment of the SBB link through the suburbs of Aarau to Suhr. The line cuts under the SBB tracks from Zofingen to Lenzburg to reach Suhr. It continues beside the road, past fields of maize and wheat, following the River Wyna to Teufenthal. There are a possible 18 stops on the line with several crossing points for oncoming trains. Right hand running is favoured throughout. The trains continue beside the road and run into the enclosed train shed at Menziken after a journey of approximately 40 minutes.

The railway to Schoftland sets off from Aarau in the opposite direction to the line to Menziken. It now tunnels under Aarau to emerge at Binzerhof. Trains run alongside the road through small towns before reaching Oberentfelden. At Oberentfelden the line crosses the SBB line from Zofingen to Lenzburg. The first fields of maize are seen at Muhen and the line follows the River Suhre through the countryside to Schoftland. There are a possible 13 stops on the line and the journey to Schoftland takes 25 minutes.

There are regular trains at 15 minute intervals to both destinations, connecting with the SBB at Aarau. The trains run as a continuous circuit, leaving Menziken to run through Aarau and on to Schoftland, then making the return trip back to Menziken. These are key local routes serving communities close to Aarau.



AAR - Menziken - Be 4/8 - 28.07.12



AAR - Binzenhof - Be 4/8 - 29.07.12



AAR - Schoftland - Be 4/8 - 28.07.12



AAR - Unterentfelden Post - Be 4/8 - 28.07.12



BDWM - Leaving Dietikon - Be 4/8 - 04.08.10



BDWM - Bremgarten, River Reuss - BDe 8/8 - 04.08.10



BDWM - Bremgarten, River Reuss - ABe 4/8 - 28.07.12



BDWM - Bremgarten - ABe 4/8 - 30.07.12

Bremgarten Dietikon Wohlen Meisterschwanden (BDWM)

The Bremgarten Dietikon Wohlen Meisterschwanden (BDWM) railway runs from Dietikon to Wohlen, a distance of 18.9km, in the canton of Aargau. This metre gauge line is electrified at 1200V DC and the depot for the line is at Bremgarten.

The key units for the line are the Stadler built ABe 4/8 three car sets, introduced in 2010. The livery for these units is grey, red and white, with one unit in a black advertising livery.

The railway starts from platform 11 at Dietikon station. It immediately turns out of Bahnhofplatz down Kirchplatz past the church of St.Agatha. Trains continue through Dietikon and uphill alongside the road. There are several passing loops and double track sections. A sharp right at the top of the hill after Dietikon Stofellbach takes the line into open country following Bernstrasse. At the summit of the line at Berikon-Widen (550m) there is a curved double track section. The line then doubles back through Zufikon Hammergut, before dropping down into Bremgarten. After passing through Bremgarten Obertor, the line crosses the River Reuss carrying on to Bremgarten West. From here the train runs through woodland, usually passing Erdmanlistein without stopping and on to Wohlen, where the trains stop outside the SBB station.

The journey from Dietikon to Bremgarten West takes 30 minutes and the service is every 15 minutes. Each half hour the trains are extended to Wohlen with the journey taking another 10 minutes (total journey time 40 minutes). Trains connect well with the SBB at Dietikon and Wohlen.

This is an interesting line with street running in Dietikon and views over attractive countryside. Bremgarten has buildings, churches and bridges of historical interest.



BDWM - Dietikon, St.Agatha - ABe 4/8 - 11.07.11



BDWM - Bremgarten, River Reuss - ABe 4/8 - 28.07.12



BDWM - Bremgarten - ABe 4/8 - 04.08.10



BDB - Giswil - G 3/3 - 04.08.13



BDB - Giswil turntable - G 3/3 - 04.08.13



BLM - Mürren - Be 4/4 - 28.07.09



BLM - Winteregg - Be 4/4 and Be 4/4 (Asm) - 05.07.13

Ballenberg-Dampfbahn (BDB)

The Ballenberg-Dampfbahn (BDB) operates occasional historic steam services from Interlaken on both the Berner Oberland Bahn and the Zentralbahn. The distance from Interlaken to Giswil on the Zentralbahn is 44.7km.

Both these metre gauge lines use the Riggisbach rack system enabling operation of the rack steam locomotives. The depot for the locomotives is at Interlaken Ost.

There are three steam locomotives: G 3/4 No 208, built in 1913 – a non-rack locomotive, and rack locomotives HG 3/3 No 1067 and 1068, built in 1910 and 1926 respectively.

Trains are often operated by the non-rack locomotive to Meiringen and then over the Brunig Pass by the rack locomotive to Giswil. There are usually five trips per year on Sundays, one in July, two in August and two in September. The journey from Interlaken to Giswil takes a leisurely 3 hours and 45 minutes, to fit in with the regular Zentralbahn services. There are occasional charter trips on the Berner Oberland Bahn up to Lauterbrunnen or Grindelwald from Interlaken. All these excursions are on scenic valley lines with good views of the central lakes and mountains.



Bergbahn Lauterbrunnen-Mürren (BLM)

The Bergbahn Lauterbrunnen-Mürren (BLM) is part of the Jungfrau group of railways. The line runs from Grütschalp to Mürren, a distance of 4.3km, in the canton of Bern.

This metre gauge line is electrified at 550V DC. The depot for the line is at Grütschalp. The key units on the line are the SIG single car Be 4/4 units delivered in 1967. The units are in an orange and cream livery.

The railway starts at Grütschalp, reached from Lauterbrunnen by the cable car opened in December 2006. It travels along a shelf high above the Lütschine Valley. Opposite, the magnificent peaks of the Eiger, Mönch and Jungfrau almost appear to be within touching distance. High Brown and Heath Fritillaries frequent the line-side meadow flowers along with Chalkhill Blues and Apollo butterflies. The railway has a passing point at Winteregg, and follows the walking path all the way to Mürren. Trains terminate on the north side of the car free village, from where it is a ten minute walk through the village to the cable car for the Schilthorn.

There are regular trains at either 30 minute or 15 minute intervals, with the journey taking just under 15 minutes. This is a spectacular mountain line providing an essential link between Mürren and Lauterbrunnen.



Berner Oberland Bahn (BOB)

The Berner Oberland Bahn (BOB) is part of the Berner Oberland Bahnen group of railways based in the canton of Bern. The line runs from Interlaken to Zweilütschinen, where it divides, one line going to Lauterbrunnen, the other to Grindelwald. The distance from Interlaken to Lauterbrunnen is 12.3km and from Interlaken to Grindelwald is 19.4km.

This metre gauge line uses the Riggenbach rack system and is electrified at 1500V DC. The depot for the line is at Zweilütschinen.

The key units on the line are the SLM ABeh 4/4 units delivered in 1979 and the ABeh 4/4 II units delivered in 1986. These are now liveried in dark blue and yellow.

The railway starts at Interlaken Ost, swinging south across the valley, passing the airport and on to Wilderswil. At Wilderswil trains connect with the Schynige Platte railway, also run by the Jungfrau group. The train proceeds up the Lütschine valley along a double track section to Zweilütschinen. Here the train is divided, with the front portion of the train following the valley of the Weisse Lütschine up to Lauterbrunnen. The rear portion of the train curves away, past the depot and heads towards the Wetterhorn along the Schwarze Lütschine valley. On the line to Lauterbrunnen two rack sections are encountered before arriving under the canopy at Lauterbrunnen station with the Jungfrau visible in the distance. On the line to Grindelwald there are also two rack sections, one is a steep climb up to Grindelwald station with the Wetterhorn dominating the skyline.

There are regular trains at 30 minute intervals, with the journey taking 20 minutes to Lauterbrunnen and 34 minutes to Grindelwald. There are good connections at Interlaken Ost with the SBB and the Zentralbahn. These are scenic mountain lines linking Interlaken with Lauterbrunnen and Grindelwald. Onward trains are with the Wengernalpbahn to Kleine Scheidegg, and from there to Jungfraujoch with the Jungfraubahn.



BOB - Grindelwald - New trailers - 31.07.10



BOB - Lauterbrunnen - New trailers - 31.07.10



BOB - Grindelwald - ABeh 4/4 - 31.07.10



BOB - Interlaken - ABeh 4/4 - 28.07.09



BOB - Zweilütschinen - ABeh 4/4 - 31.07.10



BRB - Above Brienz - H 2/3 - 28.07.09



BRB - Brienz Station - H 2/3 - 28.07.09



BRB - Climbing above Brienz - H 2/3 - 28.07.09

Brienz-Rothorn Bahn (BRB)

The Brienz-Rothorn Bahn (BRB) runs from Brienz to Rothorn Kulm, a distance of 7.6km, in the canton of Bern.

This 800 mm gauge line uses the Abt rack system and is not electrified. The depot for the line is at Brienz.

The locomotives on this line are the SLM H 2/3 steam engines, some built as long ago as 1891, some others as recently as 1996. Reserve motive power is provided by Hm 2/2 diesels. The livery for the rolling stock is red.

The railway starts at Brienz, opposite the lake and a short distance from the Zentralbahn station. The line climbs all the way on the rack, making several sweeps across the mountainside, to reach the summit at Rothorn Kulm at 2244m. At the top there are superb views across Lake Brienz towards the Bernese Alps.

There are regular trains at hourly intervals, with the journey taking 52 minutes. Trains often run in multiple. Because of the nature of the line trains only run in the May to October period. This is a spectacular mountain line providing a key tourist attraction and link between Brienz and Rothorn Kulm.



Dampfbahn Furka Berstrecke (DFB)

The Dampfbahn Furka Berstrecke (DFB) runs steam trains from Oberwald to Realp, a distance of 17.5km, in the canton of Valais.

This metre gauge line uses the Abt rack system and is not electrified. The depots for the line are at Realp and Gletsch.

The steam locomotives on this line were built by SLM, including HG 2/3 No 6 Weisshorn (1902), HG 3/4 No 1 Furkahorn (1913), HG 3/4 No 2 and No 4, and HG 3/4 No 9 Gletschhorn. Reserve motive power is provided by diesels. The livery for the rolling stock is red or blue.

The railway starts at Oberwald, beside the Matterhorn Gotthard Bahn (MGB) station. The line climbs on the rack, out of the valley and up to Gletsch, negotiating a hairpin tunnel on the way. At Gletsch the source of the Rhone river can be seen, the famous Rhone Glacier. The railway climbs higher out of Gletsch, up towards the Furkapass. Near the summit the line enters the 2km long Furkatunnel. Furka station is reached after the tunnel and the line then follows the Furka river down to Realp. The railway terminates at Realp DFB within sight of Realp MGB station, which is a short walk away.

There are normally two services each way on peak days, with the journey taking 2 hours and 20 minutes. Because of the nature of the line trains only run in the June to October period. This is a spectacular mountain line providing a key tourist attraction and an alternative link in the summer between Oberwald Gletsch and Realp.



DFB - Realp - HG 3/4 No 9 Gletschhorn - 25.07.09



DFB - Approaching Oberwald - HG 3/4 No 4 - 01.07.11



DFB - Oberwald - HG 3/4 No 4 - 01.07.11



FB - Kreuzbühlstrasse - Be 4/6 - 07.07.11



FB - Stadelhofen - Be 8/8 - 08.07.11



FB - Stadelhofen Platz - Be 4/6 - 07.07.11



FB - Forch - Be 8/8 - 08.07.11

Forchbahn (FB)

The Forchbahn (FB) is a metre gauge suburban railway that runs from Zurich Stadelhofen via Forch to Esslingen, a distance of 18.0km, in the canton of Zurich. Stadelhofenplatz is the terminus for the Forchbahn and also for Zurich trams 11 and 15. The Forchbahn is unique in running on the same tracks as the trams up to Rehalp. This means it has two voltages – 600V to Rehalp and 1200V from Rehalp, on the remainder of the line.

The key units are the older Be 8/8 units built in 1981 and 1986 and the Stadler Be 4/6 stock built in 2003 and 2004. The livery is an attractive orange and cream, contrasting well with the blue and white trams.

Trains depart from Stadelhofen making a sharp right into Kreuzbühlstrasse and immediately tackle the gradient up to Kreuzplatz. Forchstrasse is joined after Kreuzplatz and followed most of the way to Forch. The line is double track as far as Neue Forch, allowing for the frequent trams as well as trains. The tram 15 only uses the line as far as Kreuzplatz and tram 11 goes as far as Rehalp. At Rehalp the train has its own line and here there is a slightly longer stop than normal to change voltage. Unusually near the top of the line there are two tunnels, Zumikon and Maiacher stations are in tunnel, and after Forch there is another short tunnel. The summit of the line is reached at Forch (676m) which is also the main depot. Alternate trains terminate here. On leaving Forch the line gradually descends to Esslingen. The train runs beside the road and into the countryside. Buzzards and Red Kites are frequently seen and the Greifensee lake is in sight on the left.

The journey from Stadelhofen to Forch takes 25 minutes and the service is every 15 minutes. Every half hour the trains are extended to Esslingen with the journey taking another 15 minutes (total journey time 40 minutes). A good reason to sample this railway apart from seeing the unique mix of trams and trains is to visit the Tram Museum based at Heigibachplatz.



FB - Stadelhofen Platz - Be 4/6 - 07.07.11



FB - Balgrist gradient - Be 4/6 - 08.07.11



FB - Balgrist, Gemeinde Kirch - Be 4/6 - 08.07.11



FW - Wil - Be 4/4 - 29.07.08



FW - Frauenfeld - Be 4/4 - 03.08.10



FW - Wil - ABe 4/8 - 04.07.14

Frauenfeld-Wil-Bahn (FW)

The Frauenfeld-Wil-Bahn is run by the Appenzellerbahn group and is located in the cantons of Thurgau and St Gallen.

The line is a 17km metre gauge railway, running between Frauenfeld and Wil. It is electrified at 1200V DC. The main depot for the line is located at Wil.

The key units on the line were the Be 4/4 units delivered in 1985 and 1993. The livery for these units was an unusual red and white stripe. They have now been replaced in 2013, by Stadler ABe 4/8 units, in a more conservative red and white livery.

The railway starts at Frauenfeld, in the street, outside the main station. It proceeds up through the streets of Frauenfeld to Marketplace. The line follows the River Murg for most of its route. The railway runs through a wooded section near Murkart, but for the most part it is a roadside tramway passing through small villages and gentle countryside.

It leaves the River Murg and makes a sharp turn over the railway line to Weinfelden and enters the streets of Wil. It runs into the terminus at Wil after passing the depot and finishes its journey outside the main SBB station at Wil.

The journey in total takes just under 30 minutes. There are regular trains at 30 minute intervals in both directions. Trains connect well with the SBB at Frauenfeld and Wil. This is an interesting line with street running at both ends and some attractive countryside.



Jungfraubahn (JB)

The Jungfraubahn (JB) is part of the Jungfrau group of railways. The line runs from Kleine Scheidegg to Jungfraujoch, a distance of 9.3km, in the canton of Bern.

This metre gauge line is electrified at 1125V 3 phase and uses the Strub rack system. The depots for the line are at Eigergletscher and Kleine Scheidegg.

The key units on the line are the SLM single car BDhe 2/4 units delivered up to 1966 and the SLM two car BDhe 4/8 units delivered in 1992 and 2002. Most of the units are in a red and yellow livery.

The railway starts at Kleine Scheidegg, reached from either Lauterbrunnen or Grindelwald by the Wengernalpbahn (WAB). The line turns away from Kleine Scheidegg and climbs with the Jungfrau in full view above. The line reaches Eigergletscher after 2km and then enters the tunnel beneath the Eiger. The train travels in the tunnel for the remaining 7.3km, with two stops at Eigerwand and Eismeer for passengers to alight and look out through the panoramic windows in the mountain. At Jungfraujoch the trains enter an ice packed underground station hall. There are superb views from the Sphinx across Switzerland and the views behind the Eiger, Mönch and Jungfrau down the Grosser Aletschglacier are equally special.

There are regular trains at 30 minute intervals, with the journey taking 52 minutes. This is a spectacular mountain summit line taking passengers to the 'Top of Europe'. The Swiss Pass only provides a 25% discount.



JB - Kleine Scheidegg - BDhe 2/4 - 05.07.13



JB - Kleine Scheidegg - BDhe 2/4 and BDhe 4/8 - 05.07.13



JB - Kleine Scheidegg - BDhe 2/4 - 05.07.13

Meiringen-Innertkirchen Bahn (MIB)



MIB - Innertkirchen, Blattenstock - BDe 4/4 - 04.04.13



MIB - Meiringen - BDe 4/4 - 04.04.13



MIB - Innertkirchen - BDe 4/4 - 04.04.13

The Meiringen-Innertkirchen Bahn (MIB) runs from Meiringen to Innertkirchen , a distance of 4.8km, in the canton of Bern.

This metre gauge line is electrified at 1200V DC. The depot for the line is at Innertkirchen.

The key unit on the line is the Stadler single car Be 4/4 unit delivered in 1996. This is in an advertising livery, mainly blue and white. A reserve BDe4/4 is used if required.

The railway starts at Meiringen, with the platform now end on to the platforms for the Zentralbahn. The line follows the River Aare along the valley, avoiding the Aare gorge by entering a 1.5km tunnel. After the station at Innertkirchen the train runs on to the power station belonging to Kraftwerke Oberhasli (KWO) who also own the railway.

There are regular trains at either 30 minute or hourly intervals, with the journey taking 11 minutes. This is a scenic river valley line, providing an essential link between Meiringen and Innertkirchen.



Pilatus Bahn (PB)

The Pilatus Bahn (PB) runs from Alpnachstad to Pilatus Kulm, a distance of 4.8km, in the canton of Obwalden.

This 800mm gauge line uses the Locher rack system and is electrified at 1550V DC. The main point for stabling stock is at Alpnachstad.

The key units on the line are the single car SLM Bhe 1/2 units delivered in 1937, 1962 and 1968. The livery is red.

The line leaves from Alpnachstad station a short distance from the Zentralbahn station. The line is very steep, ascending in some places at gradients of 48%, the steepest in the world. The railway climbs through woodland and then a rocky landscape. At the summit there are spectacular views of Lake Luzern, Mount Rigi and views of the high alpine chain to the south. Alpine Choughs fly regularly at the summit.

There are trains every 45 minutes and the journey time is 30 minutes uphill, but 40 minutes downhill. Trains usually run in multiple and there are often extra services. There are good connections with the Zentralbahn at Alpnachstad. This is a superb scenic rack mountain line linking Alpnachstad with Pilatus Kulm.



PB - Alpnachstad - Bhe 1/2 - 04.08.13



PB - Alpnachstad traverser - Bhe 1/2 - 04.08.13



PB - Alpnachstad station - Bhe 1/2 - 04.08.13



RBS - Solothurn - ABe 4/12 and RABe 4/12 - 15.04.11



RBS - Solothurn - ABe 4/12 - 27.07.12



RBS - Grafenreid - RABe 4/12 - 03.07.14

Regionverkehr Bern Solothurn (RBS)

The Regionverkehr Bern Solothurn (RBS) railway runs four lines as part of the S-bahn service from Bern. These are lines S7, S8 and S9 and the line described here, the RE Line between Bern and Solothurn in the cantons of the same name.

This 33.6km metre gauge line is electrified at 1250V DC. There are two depots for the line one at Worblaufen and the other at Solothurn.

The key units on the line are the Stadler three car, low floor RABe 4/12 units that were delivered in 2010. These are known as NExT (Niederflur Express Triebzug) and are liveried in orange thus being known locally as 'Orangen'. There are 14 of these units numbered 21 to 34.

The railway starts in Bern in the underground station for the S-bahn, beneath Bern Hauptbahnhof SBB. This was completed in 1965 and provides a key terminus for the RBS services. The line departs from the terminus and traverses several tunnels at the level of the River Aare, well below the SBB tracks. It passes Worblaufen and Zollikofen before proceeding to Jegenstorf for the first stop. The train makes quick time across the level countryside and arrives at Solothurn in 40 minutes.

There are regular trains at 30 minute intervals in both directions, connecting well with the SBB at Bern and Solothurn. This is a key link between Bern and Solothurn as there is no direct SBB route between the two cities. It runs through farmland and countryside and the new units are very comfortable.



Rhätische Bahn (RhB) Arosa Line

The Rhätische Bahn (RhB) runs a network of lines in the canton of Graubünden. The line described here is the Arosa line from Chur to Arosa, a distance of 25.7km.

This metre gauge line is electrified at 11000VAC with a depot at Chur.

The key locomotives on the line are the SLM Ge 4/4 II delivered in 1973 and 1985. New motive power is now provided by the three car multiple units built by Stadler. These Abe 8/12 'Allegra' units were delivered in 2009. The livery for the stock is red, with the Arosa Express in blue.

The line from Chur begins outside the SBB station. It proceeds up the street, with a double track section allowing some extra train movements. The line runs alongside the River Plessur through the streets of Chur, before leaving the road to begin the climb to Arosa. The train climbs steadily through woodland and small villages as far as Langwies.

At Langwies the line turns sharply across the Langwies Viaduct, over the River Plessur. The line then ascends through more woodland, passing several small lakes. It describes a 180 degree curve, passing through a short tunnel beneath Arosa, before emerging at Arosa station.

There are regular trains at hourly intervals between Chur and Arosa, with the journey taking just over one hour. There are good connections with the SBB and other RhB services at Chur. This is a scenic mountain line, providing an important link for the winter and summer seasons.



RhB Arosa - Chur, Stadt - Ge 4/4 II - 30.07.09



RhB Arosa - Chur on the street - Ge 4/4 II - 28.07.08



RhB Arosa - Chur, Station - Allegra - 05.08.13



RhB Albula - Filisur, Muchetta - Ge 4/4 III - 12.07.11



RhB Albula - Landwasser Viaduct - Ge 4/4 III - 08.08.10



RhB Albula - Rhine Bridge, Mount Calanda - Glacier Express - 12.07.11



RhB Albula - Preda and Mount Ela - Ge 4/4 II - 05.08.12

Rhätische Bahn (RhB) Albula Line

The Rhätische Bahn (RhB) runs a network of lines in the canton of Graubünden. The line described here is the Albula line from Chur to St Moritz, a distance of 89.3km.

This metre gauge line is electrified at 11000V AC with depots at Chur and Samedan.

The key locomotives on the line are the SLM Ge 4/4 III delivered in 1993 to 1997 and the SLM Ge 4/4 II delivered in 1973 and 1985. New three car multiple units built by Stadler Abe 8/12 'Allegra' have been delivered from 2009. The livery for the stock is red, but the Ge 4/4 III locomotives are often in advertising liveries.

The line from Chur begins from the combined RhB and SBB station. It proceeds on a double track section along the Rhine valley as far as Reichenau-Tamins. Here the line crosses the Rhine and divides, with one line following the Vorderrhein to Disentis-Mustér. The Albula line curves to the left and follows the Hinterrhein. The line runs through woodland and small villages before reaching Thusis. Here a double track section allows times to be made up and the line begins its main climb to Tiefencastel, now following the Albula river. The line passes over the historic Soliser Viaduct and several tunnels before reaching Tiefencastel. The railway continues to follow the valley uphill towards Filisur. The cone of Muchetta appears and the train slows to negotiate the curve over the famous Landwasser Viaduct before climbing again into Filisur.

At Filisur the train meets the oncoming service and the service to Davos. Climbing out of Filisur, the train spirals in tunnel before heading away to Bergün. After Bergün the line follows two complicated sets of spirals to gain height before reaching Preda at the head of the valley. The train now enters the Albula tunnel (5.8km), emerging at Spinas and running down the Beverin valley to Bever. At Bever the line joins the line from Scuol-Tarasp to carry on down the Inn valley to Samedan. Passing the depot at Samedan, the line enters a short tunnel and arrives at St Moritz.

There are regular trains at hourly intervals between Chur and St Moritz, with the journey taking 2 hours. There are good connections with the SBB at Chur and other RhB services at Samedan. This is a spectacular mountain line, with historic engineering, linking key towns in Graubünden.





RhB Albula - Filisur, Hotel Grischuna - Allegra on Bernina Express - 12.07.11



RhB Albula - Preda, The Twins - Allegra on Bernina Express - 01.08.12



RhB Bernina - Le Prese - Gem 4/4 - 28.07.08



RhB Bernina - Brusio Viaduct - Gem 4/4 - 07.08.06



RhB Bernina - Le Prese - ABe 4/4 - 07.08.06

Rhätische Bahn (RhB) Bernina Line

The Rhätische Bahn (RhB) runs a network of lines in the canton of Graubünden. The line described here is the Bernina line from St Moritz to Tirano in Italy, a distance of 60.7km.

This metre gauge line is electrified at 1000V DC with a depot at Poschiavo.

The key units on the line are the SWA ABe 4/4 II delivered in 1988 and 1990. New three car multiple units built by Stadler Abe 8/12 'Allegra' have been delivered from 2009. The livery for the stock is red.

The line from St Moritz curves away from the Albula line and through a tunnel to head for Pontresina. From Punt Muragl the line parallels the line from Samedan into Pontresina. The railway follows the river up the valley to Morteratsch. Here the Morteratsch Glacier and the Bernina group are visible on leaving the station and again as the train makes a sharp turn at the Montebello curve. The line climbs higher and eventually leaves the tree line behind. The stations for the cable cars to Diavolletta and Lagalb are passed. The train makes a climb up the rocky valley near to the Bernina Pass road before turning past Lago Nero and the sign for the watershed. Lago Bianco comes into view, with the railway curving around its shore to reach the station at Ospizio Bernina. Opposite the station, the mountains include the Piz Cambrena with the Cambrena glacier flowing into the lake.

Leaving Ospizio Bernina the line follows the lake to the dam wall and then runs through avalanche shelters, descending to Alp Grüm. At Alp Grüm, the line makes a sharp curve back on itself, revealing a superb view down the Poschiavo valley. The line reaches a floor at Cavaglia before descending again through more loops, now in meadows and woodland past Cadera. The village of San Carlo comes into view and the train descends more gently across meadows and into Poschiavo.

From Poschiavo, the train follows the Poschiavino river and the road through San Carlo and Li Curt to Le Prese. In Le Prese the railway runs down the main street, meaning traffic has to stop for the train. Leaving Le Prese the line follows the shore of Lago Poschiavo round to Miralago. At Miralago there is a good view across the lake back towards the Bernina pass. The line now descends through orchards and meadows to Brusio. Leaving Brusio the train descends further and then spirals round the Brusio Viaduct. The Italian border is crossed after Campocologno with the train following the river up to the outskirts of Tirano. The line curves away from the river and runs gently down the street in Tirano. The train crosses the square in front of the church of Madonna di Tirano, stopping all the traffic. It runs parallel to the Via Italia and turns into the RhB station in Tirano.

There are regular trains at hourly intervals between St Moritz and Tirano, with up to four extra limited stop 'Bernina Expresses'. The journey takes two and a half hours. There are good connections with other RhB services at Pontresina and St Moritz. This is a spectacular mountain line, with unique lakes, mountains and glaciers, descending into lush orchards and meadows, finishing in the warmth of Italy.



RhB Bernina - Li Curt - ABe 4/4 - 06.08.06



RhB Bernina - Li Curt - ABe 4/4 I - 27.07.08



RhB Bernina - Tirano, Madonna di Tirano - Allegro - 05.08.10



RhB Davos - Filisur - Allegra - 31.07.12



RhB Davos - Filisur - Ge 4/4 III - 02.08.12



RhB Davos - Filisur - Ge 4/4 III - 30.07.12



RhB Davos - Landquart - Ge 4/4 III - 09.08.06

Rhätische Bahn (RhB) Davos Line

The Rhätische Bahn (RhB) runs a network of lines in the canton of Graubünden. The line described here is the Davos line from Chur to Landquart and on to Davos and Filisur, a distance of 83.0km.

These metre gauge lines are electrified at 11000V AC with depots at Chur and Landquart.

The key locomotives on the line are the SLM Ge 4/4 III delivered in 1993 to 1997. New three-car multiple units, the Stadler Abe 8/12 'Allegra' have been delivered from 2009. The livery for the stock is red, however, the Ge 4/4 III locomotives are often in advertising liveries.

The line from Chur begins from the combined RhB and SBB station. It follows the SBB line along the Rhine valley. At Untervaz it crosses over the SBB line and runs into Landquart, past the extensive buildings and railway works. Trains leave Landquart and curve away from the main line and up the Prättigau valley. Passing through small towns, the line climbs steadily following the road and the Landquart River. After Klosters the line doubles back on itself to climb steeply. It runs through woodland and past the Davoser See and into Davos Dorf. Now running along the high plateau, the line runs parallel to Davos Golf Club and runs into Davos Platz.

The train often splits at Davos Platz leaving a section behind and carries on to Filsur. If headed by an 'Allegra' unit, then only the Allegra is required to run to Filsur. The line follows the Landwasser valley through small outposts of Davos. At Wiesen, the magnificent Wiesen Viaduct is crossed and the train turns out of the valley to run gently into Filsur.

There are regular trains at hourly intervals between Landquart and Davos Platz, with the journey taking 1 hour and 8 minutes. There are hourly trains from Davos Platz to Filsur, with the journey taking 25 minutes. There are good connections with the SBB at Landquart and other RhB services at Landquart, Klosters and Filsur. This is a scenic mountain line, with historic engineering, linking key towns in Graubünden.



Rhätische Bahn (RhB) Engadine Line

The Rhätische Bahn (RhB) runs a network of lines in the canton of Graubünden. The line described here is the Engadine line from Pontresina to Scuol-Tarasp, a distance of 46.8km. This metre gauge line is electrified at 11000VAC with a depot at Samedan.

The key locomotives on the line are the SLM Ge 4/4 II delivered in 1973 and 1985. The livery for the stock is red, with some of the locomotives in advertising livery. Most trains are operated as push-pull with the locomotive at the Scuol-Tarasp end.

The line from Pontresina follows the Bernina tributary towards Samedan. It parallels the Bernina line to St Moritz, as far as Punt Muragl and crosses the River Inn, just before entering Samedan station. At Bever the Albula line to Chur diverges to the left. The line to Scuol-Tarasp gently descends to Zernez, the home of the Swiss National Park. At Sagliains there is a junction with the line from Klosters. This is the Vereina tunnel which operates car transporters that are heavily used in the winter. The tunnel is 19km long and the line from Klosters to Sagliains is 22km. On continuing to Scuol-Tarasp, the train passes through several tunnels and is now much higher than the river. The spa town of Scuol-Tarasp is the end of the line, although projects to extend the line through to Austria are always in the planning stage.

There are regular trains at hourly intervals between Pontresina and Scuol-Tarasp. The journey takes one hour and 23 minutes. There are good connections with other RhB services at Pontresina, Samedan and Scuol-Tarasp. This is a scenic mountain valley line, linking the Engadine with other areas in Graubünden, with the Vereina Tunnel being especially important in the winter.



RhB Engadine - Sagliains - Re 4/4 II - 02.08.12



RhB Engadine - Ardez - Re 4/4 II - 03.08.13



RhB Engadine - Samedan - Re 4/4 II - 02.08.12

RhB Historic



RhB Historic - Filisur, arrival - G 4/5 - 08.08.10



RhB Historic - Filisur, turntable - G 4/5 - 08.08.10



RhB Historic - Filisur departure - G 4/5 - 08.08.10

The RhB has regular outings for its historic locomotives and rolling stock each year. In addition to these there are excursions for private hire and also for celebrations of significant historical events. The Alpine Pullman Express runs three times per year, usually at the end of June, July and August, from St Moritz to Zermatt and return. This trip takes two days in each direction allowing passengers to enjoy the scenery and take a leisurely journey. Historic locomotives pull the train over most of the journey. On the RhB the Crocodile takes the train from Disentis through to St Moritz. The train runs from Disentis to Chur and then runs from Chur to St Moritz. The following day the train makes the return journey.

The Davos Round Trip is operated twice per year by the vintage steam locomotive G 4/5 107 Albula. In February this journey is often in a snow swept landscape, but on the first weekend in August it is usually warm and sunny. The train starts from Landquart in the morning and runs slowly to Davos Platz arriving at lunch time. After a long lay over at Davos Platz the train departs after 3 pm to journey to Filisur. A co-ordinated operation is required at Filisur to turn the steam engine round before the incoming local service from Davos. Volunteers man the turntable to turn the locomotive and it is normally back on its train before the regular service arrives. Eventually the steam special departs after 4 pm for Tiefencastel and Thusis, arriving at Landquart at 7 pm.

Other regular steam trips include the 'Surselva' trip from Landquart and Chur to Sumvitg-Cumpadials. This trip along the Rhine line usually runs twice a year, once in June and once in September. The Engadine line is also host to steam twice per year running from St Moritz to Scuol Tarasp and return. On the Bernina line the restored Bernina Crocodile runs an excursion in August. The historic ABe 4/4 railcars are sometimes used on regular timetable runs and also for private events.





RhB Historic - Reichenau Tamins, Mt Calanda - Ge 6/6 - 02.08.10



RhB Historic - Filisur, Muchetta - Ge 6/6 - 05.08.12



RhB Rhine - Sumvitg - Ge 4/4 II - 05.08.13



RhB Rhine - Near Reichenau - Ge 4/4 II - 30.07.08



RhB Rhine - Versam - Ge 4/4 II - 03.08.14

Rhätische Bahn (RhB) Rhine Line

The Rhätische Bahn (RhB) runs a network of lines in the canton of Graubünden. The line described here is the Rhine line from Chur to Disentis-Mustér, a distance of 59.0km.

This metre gauge line is electrified at 11000VAC with a depot at Landquart.

The key locomotives on the line are the SLM Ge 4/4 II delivered in 1973 and 1985. The livery for the stock is red, with some of the locomotives in advertising livery.

The line from Chur runs along the valley on a double track section as far as Reichenau-Tamins. After crossing the River Rhine, there is a junction, with the line to the left going to St Moritz via the Albula Pass. The line to Disentis recrosses the Rhine and follows the river through the Rhine Gorge. The train passes through Versam, a canoeing centre in the summer and climbs steadily out of the gorge through meadowland to Castrisch. The main settlement on the line is Ilanz, reached soon after leaving Castrisch. The line continues to follow the Vorderrein up the valley. The huge monastery at Disentis comes into view as the train runs under the canopy at the station. Here there are connections to Andermatt run by the Matterhorn Gotthard Bahn (MGB).

There are regular trains at hourly intervals between Chur and Disentis-Mustér. The journey takes one hour and 15 minutes. There are good connections with other RhB services at Reichenau-Tamins and Chur and with the MGB at Disentis-Mustér. This is a scenic mountain valley line, linking Graubünden to the west to Andermatt and beyond.



Rheineck Walzenhausen (RhW)

The Rheineck Walzenhausen Bergbahn (RhW) is part of the Appenzellerbahnen group and runs between Rheineck and Walzenhausen, in the canton of Appenzell, a distance of 1.9km.

This 1200 mm gauge line uses the Rigenbach rack system and is electrified at 600V DC, with a depot at Ruderbach,

There is only one unit on the line the SLM BDeh 1/2 built in 1958. The livery for the unit is red.

The line rises on the rack out of Rheineck, passing the depot at Ruderbach. The health resort of Walzenhausen, overlooking the Bodensee, is soon reached.

There are two services per hour in each direction, with the journey taking 9 minutes. There are good connections with the SBB at Rheineck. This is a scenic rack railway with good views over the Bodensee.



RhW - Rheineck - BDeh 1/2 - 31.07.12



RhW - Leaving Rheineck - BDeh 1/2 - 01.08.14



RhW - Rheineck Station - BDeh 1/2 - 01.08.14



SPB - Wilderswil Station - He 2/2 - 01.08.10



SPB - Approaching Wilderswil - He 2/2 - 05.07.13



SPB - Wilderswil - He 2/2 - 29.06.13

Schynige Platte Bahn (SPB)

The Schynige Platte Bahn (SPB) is part of the Berner Oberland Bahnen group of railways based in the canton of Bern. The line runs from Wilderswil to Schynige Platte a distance of 7.3km.

This 800mm gauge line uses the Riggisbach rack system and is electrified at 1500V DC. The depot for the line is at Wilderswil.

The key units on the line are the historic SLM He 2/2 units built in the period 1910 to 1914. The livery for these units varies from green, to either two shades of red or red and cream.

The line from Wilderswil parallels the Berner Oberland Bahn and the Lütschine river initially. It curves away to make the ascent up to the first passing loop at Rotenegg. The climb is slow through the forests and rocky landscape. Alpine meadows surround the second passing loop at Breitlauen. The line turns through a short tunnel and emerges to the panorama of the Eiger, Mönch and Jungfrau. At Schynige Platte station there are numerous walks and the view back to Interlaken and the lakes of Thun and Spiez can be enjoyed.

There are trains at 45 minute intervals from Wilderswil and the journey to Schynige Platte takes 52 minutes. In busy times trains often run in multiple. There are good connections with trains to and from Interlaken operated by the Berner Oberland Bahn. This is a superb scenic rack mountain line, operated by historic locomotives, linking Wilderswil with the Schynige Platte.

Heritage Services are operated in the summer on Saturdays from Wilderswil to Schynige Platte by steam engine H 2/3 No 5.



Togenerbahn (TB)

The Togenerbahn (TB) is part of the Appenzellerbahn group and runs from St Gallen to Trogen, in the cantons of St Gallen and Appenzell, a distance of 10.0km. This metre gauge line is electrified at 1000V DC and the main depot is at Speicher.

The latest trains on the line are the Stadler Be 4/8 class, two of which were introduced in 2004 with a further three units in 2008. The older BDe 4/8 units are now held in reserve. The livery is red and white.

St Gallen is a busy junction station for trains in the north east of Switzerland. Trains for both Trogen and the Appenzellbahn are found outside the station. Trogen trains traverse the length of the station past the bus stops on a section of double track. The double track continues up Bahnhofstrasse and round to Marktplatz. Trains continue on up the street in St Gallen to Schulerhaus before branching off the road and heading uphill. The line climbs steadily as a single track with a passing loop at Speicher. Good views of St Gallen are on the left with a distant view of Lake Constance. Speicher is the summit of the line, after which it descends and curves around to Trogen (915m).

The journey from St Gallen to Trogen takes 30 minutes and the service is every 30 minutes. There are good connections with the SBB and Appenzellbahn at St Gallen. This is a scenic hillside line, with street running in St Gallen.



TB - St Gallen, Marktplatz - Be 4/8 - 03.08.10



TB - St Gallen, Bahnhofstrasse - Be 4/8 - 03.08.10



TB - St Gallen, Bahnhofstrasse - Be 4/8 - 01.08.14





WAB - Lauterbrunnen - BDhe 4/8 - 28.07.09



WAB - Grindelwald, Wetterhorn - BDhe 4/8 - 31.07.10



WAB - Grindelwald Station - BDhe 4/8 - 05.07.13



WAB - Kleine Scheidegg - BDhe 4/8 - 05.07.13

Wengernalpbahn (WAB)

The Wengernalpbahn (WAB) is part of the Jungfrau group of railways based in the canton of Bern. Separate lines run from Lauterbrunnen and Grindelwald to meet at Kleine Scheidegg. From Lauterbrunnen to Kleine Scheidegg the distance is 11.3km, from Grindelwald to Kleine Scheidegg is 8.6km.

These 800mm gauge lines use the Rigenbach rack system and are electrified at 1500V DC. There are two depots for the line, one at Lauterbrunnen and the other at Grindelwald Grund.

The key units on the line are the SLM BDhe 4/4 and 4/8 units delivered in 1970 and 1988. These units normally work on the Lauterbrunnen section. On the Grindelwald section the BDhe 4/8 three car units built by Stadler in 2004 operate. The liveries are green and cream or green and yellow.

The line from Lauterbrunnen immediately encounters the rack to climb up to Wengen. The line doubles back down the Lütschine valley and then turns again onto the shelf where Wengen sits. After Wengen, the line climbs steadily towards Wengernalp. It turns towards Kleine Scheidegg, revealing the full panorama of the Jungfrau, Mönch and Eiger. Kleine Scheidegg station sits on a saddle below the Eiger, linking with the trains to Grindelwald and to Jungfraujoch.

The line from Grindelwald dips down unusually to Grindelwald Grund. Here the train reverses out and ascends all the way on the rack to Kleine Scheidegg. The railway runs beneath the Eiger massive on the left with views across the valley to the right. Trains ascend into their half of Kleine Scheidegg station. Grindelwald trains do not carry on to Lauterbrunnen but return to Grindelwald. Similarly, Lauterbrunnen trains also return to Lauterbrunnen. This ensures that the motive power is always at the lower end of the train.

There are two trains in each hour from both Lauterbrunnen and Grindelwald to Kleine Scheidegg. In busy times trains often run in multiple. From Lauterbrunnen the journey time is 45 minutes, from Grindelwald the journey time is 34 minutes. There are good connections with the Berner Oberland Bahn and the Jungfraubahn. These are superb scenic rack mountain lines linking Lauterbrunnen and Grindelwald with Kleine Scheidegg.



Waldenburgerbahn (WB)

The Waldenburgerbahn (WB) runs from Liestal to Waldenburg in the canton of Basel-Landschaft, a distance of 13.1km. This 750mm gauge line is electrified at 1500V DC. The depot for the line is at Waldenburg.

The key units on the line are the SWP (Bombardier) BDe 4/4 two car trains, delivered between 1985 and 1993. The livery is red and cream.

At Liestal there is a cross platform connection with the SBB. The line follows the main line before curving away down the valley of the River Frenke. Following the road and the river the line runs through fields and farmland, with wooded slopes to the valley. At Holstein the line runs through the streets next to the river. The opposite service is passed at Holstein station. The line continues as a roadside tramway through Niederdorf and along the street at Oberdorf. It gradually ascends through woodland, passing the depot to arrive at the terminus at Waldenburg.

The journey from Liestal to Waldenburg takes 24 minutes and there are trains every 30 minutes. There are good connections with the SBB at Liestal. This is a suburban link line with scenic countryside.

Heritage Services are operated on one Sunday per month, from May to September. The G 3/3 steam engine 'Gedeon Thommen' takes trains from Liestal to Waldenburg.



WB - Approaching Liestal - BDe 4/4 - 15.04.11



WB - Waldenburg station - BDe 4/4 - 08.04.13



WB - Waldenburg shed - BDe 4/4 - 08.04.13



ZB - Meiringen - Adler - 04.04.13



ZB - Brienz, Lake Brienz - HGe 101 - 28.07.09



ZB - Engelberg - BDeh 140 - 30.07.10



ZB - Luzern - HGe 101 - 30.07.10

Zentralbahn (ZB)

The Zentralbahn (ZB) operates two lines through the cantons of Luzern, Obwalden, Nidwalden and Bern. The main line runs from Interlaken to Luzern, via Hergiswil and Meiringen, a distance of 74.0km. The second line runs from Hergiswil to Engelberg, a distance of 24.8km.

These metre gauge lines use the Rigenbach rack system and are electrified at 15 kV AC. There are three depots for the lines, at Meiringen, Stanstad and Engelberg.

There is a variety of stock, with the key power being the SLM HGe 101 locomotives delivered in 1989 and 1990, hauling passenger and freight trains. Multiple units include the three car Stadler Abe 130 'Spatz' delivered in 2004/5 and the seven car Adler units delivered in 2012. The livery is red, white and grey.

The main line leaves Interlaken Ost, traverses the River Aare and then follows the shore of Lake Brienz to Brienz. After leaving the lake the railway follows the river across the plain to Meiringen. At Meiringen, the locomotive changes ends ready for the climb on the rack to Brunig-Hasliberg. The line then descends past the lake of Lungern and tackles another rack section down to Giswil. After passing the Sarnersee and Sarnen, the railway comes to Alpnachstad, the lower terminus for the ascent to Pilatus. After a short tunnel, Hergiswil is reached, the junction for Engelberg. The railway runs alongside Lake Luzern and through Horw on a double track section. A new 2 km tunnel opened in 2012 avoids some of the suburbs of Luzern. The line curves over the SBB sidings and runs into Luzern next to the standard gauge lines.

From Hergiswil, the line to Engelberg passes through a short tunnel before reaching Stansstad. Stans is soon reached and the railway travels through woodland and farmland before passing through a 4km tunnel just before Engelberg. This tunnel, opened in 2010, replaced a difficult rack section, now making journeys shorter and more reliable in winter.

There are hourly trains from Interlaken to Luzern, taking two hours for the journey. There are hourly trains from Luzern to Engelberg, taking one hour for the journey. In addition there are local services linking key places on the routes. There are good connections with the SBB at Luzern and Interlaken and with the Berner Oberland Bahn at Interlaken. These are scenic valley lines with good views of the central lakes and mountains.





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ISBN: 978-0-9575048-2-0

