

# **And finally... Bryan Stone introduces SBB's new self-propelled maintenance equipment**

Objekttyp: **Group**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): - **(2015)**

Heft 123

PDF erstellt am: **26.05.2024**

## **Nutzungsbedingungen**

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

## **Haftungsausschluss**

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

Ein Dienst der *ETH-Bibliothek*

ETH Zürich, Rämistrasse 101, 8092 Zürich, Schweiz, [www.library.ethz.ch](http://www.library.ethz.ch)

<http://www.e-periodica.ch>

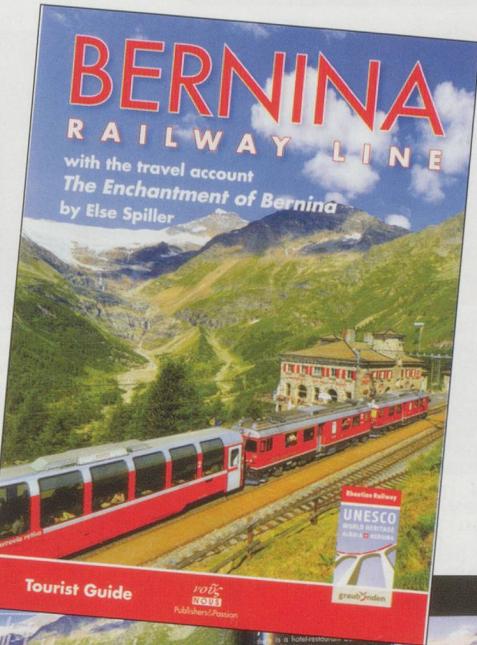
# BOOK REVIEWS

chase it from the small magazine stand almost opposite the station. That's where I got my copy from and it's available in several languages, including excellent English. It is split into several chapters including; the basic history of the RhB; the history of the Bernina line; the rolling stock, and the journey along the line. It also has a piece about the Romansch language and a reprint of a lady's description of the line in 1913. There are maps of the line, and the major towns and villages it serves, whilst the photographic quality is superb. It is ideal for those of us who like to break our journeys at the intermediate stations, as the places of interest are described in a very inviting way. I thought I knew a fair amount about the Bernina line but after reading this I can't wait to go back and explore some more. And at €10 (about £7) it's an absolute bargain. Don't leave Tirano without a copy! Tony Bagwell 

**41 Alfa II**  
Railcars from the second series ABe 4/4 II nos. 41 to 49  
The second series was constructed in 1954-65 and entered the red livery in 1972, thus they only entered the Bernina line forecast.  
  
  
**54 Alfa III**  
Railcars from the third series ABe 4/4 III nos. 51 to 54  
Produced during the years 1988-89, in addition to identifying numbers, they each have a group of four letters: Puschino, Brunico, Tiefencastel and Caviglioglio. In 2009 number no. 51 ("Puschino") was also given a blue livery to celebrate the line's centenary.  
  
  
**55 Alegro**  
Electric trains ABe 8/12 nos. 3301 to 3315  
The fifteen "Alegro" three-car electric multiple units were first entered into service in 2010. They are modern in design and have a distinctive shape, which is shaped like a "Grisons". Their name is linked to the history "Alegro" is a greeting in the Engadin.  
  
  
  
**The locomotives**  
A locomotive is a self-propelled railway vehicle with one or more motors built to haul a train. In the early nineteenth century locomotives are commonly known simply as locomotives.  
**PERIODIC CHARACTERISTICS OF THE LOCOMOTIVES**  

| Period                   | Year | First year | Second year | Third year | Fourth year | Final year |
|--------------------------|------|------------|-------------|------------|-------------|------------|
| 1901-02 (series ABe 4/4) | 1901 | 45         | 45          | 1901       | 1913        | 1913       |
| 1903-04 (series ABe 4/4) | 1903 | 45         | 441         | 1903       | 1928        | 1928       |
| 1905-06 (series ABe 4/4) | 1905 | 902        | 902         | 1905       | 1929        | 1929       |
| 1907-08 (series ABe 4/4) | 1907 | 141-162    | 43          | 1907       | 1931        | 1931       |
| 1909-10 (series ABe 4/4) | 1909 | 130        | 45          | 1909       | 1930        | 1930       |

  
**56 The Rolling Stock**  
**18**  
**19**



**Tourist Guide**  
**100% GENUINE**  
**PUBLISHERS PASSION**  
**Alp Grüm**  
**ALPE GRÜM**  
**94 Scalo - Tirano**  
**95 Scalo - Tirano**

**94 Scalo - Tirano**  
A hotel-restaurant that was an important stop on the Alpine roads. It also an intermediate stop on the popular "Grüm" pass, the highest part of which was of one mile track. This "goft" road led from the "Passo del Valsesia" to the lake of Alp Grüm, then zigzags down to Dorfgrüm, climbs once again along the steep slopes of the Grüm lakes in Fraktion. The route is part of the Via Valtellina, the ancient Roman road that passes from Tirano across Switzerland to reach Alagna. It was used for centuries to transport iron from Valtellina. Another path that passes through Alp Grüm is the "Alp Grüm" path, which is marked by the company Rete Energia to facilitate the renewable energy produced in the area by hydroelectric power stations. ■

**95 Scalo - Tirano**  
A hotel-restaurant that was an important stop on the Alpine roads. It also an intermediate stop on the popular "Grüm" pass, the highest part of which was of one mile track. This "goft" road led from the "Passo del Valsesia" to the lake of Alp Grüm, then zigzags down to Dorfgrüm, climbs once again along the steep slopes of the Grüm lakes in Fraktion. The route is part of the Via Valtellina, the ancient Roman road that passes from Tirano across Switzerland to reach Alagna. It was used for centuries to transport iron from Valtellina. Another path that passes through Alp Grüm is the "Alp Grüm" path, which is marked by the company Rete Energia to facilitate the renewable energy produced in the area by hydroelectric power stations. ■

**94 Scalo - Tirano**  
Bernina Station. The large terrace offers a splendid view of the Plessur Valley, with the Ochsentaler Lake and Polvatsch Valley. Even here used to be an open revolving platform, which was closed after World War II. The station building is a typical example of the architecture of the period. ■

**95 Scalo - Tirano**  
Bernina Station. The large terrace offers a splendid view of the Plessur Valley, with the Ochsentaler Lake and Polvatsch Valley. Even here used to be an open revolving platform, which was closed after World War II. The station building is a typical example of the architecture of the period. ■



## And finally... Bryan Stone introduces SBB's new self-propelled maintenance equipment.

**S**BB has some 2,700ha of embankments and cuttings, an area equal to 3,800 football pitches. Keeping these trimmed and stable is a big and costly task. In the interest of sustainable resource use, and efficient operations, SBB have arranged with Pro Specie Rara, an association which helps preserve rare, historic and threatened species, that flocks of sheep will in future be used, under expert supervision, at various locations. The breed of sheep to be used is unusual. They are 'Skudn' sheep, originally from Estonia, Lithuania and the former German East Prussia, and are believed to be an early Celtic breed, and accustomed to hard conditions, but by 1970 they had almost died out. Subsequently they have been bred in Germany and Switzerland and are now well established again. SBB expects that a single small flock can clear 1000 m<sup>2</sup> (1ha) in a 22-hour working day – apparently the sheep only sleep for 2 hours a day! Additional advantages are that by being selective feeders



"We are the sheep!"

Photo: courtesy of SBB

they help the plant bio-diversity to flourish, are docile, stable and loyal, and are happy on steep slopes. Their fleeces also produce excellent wool. The flocks will be moved about as needed, always working within an electric safety fence. Your correspondent wonders if they will require a UIC ten-figure number, so as to be registered as railway equipment, and if numbers and locations will be published periodically to help sheep-spotters. Working hours and conditions will no doubt demand careful supervision. ([www.sbb.ch/schafe](http://www.sbb.ch/schafe)) 