

Special trains in Switzerland 1999

Objekttyp: **Index**

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

Band (Jahr): **5 (1997-1999)**

Heft 10

PDF erstellt am: **11.09.2024**

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Special Trains in Switzerland 1999

Lausanne-Echallens-Bercher (LEB)

Steam hauled

Regular advertised steam workings between Cheseaux and Bercher on Sundays from the end of June to mid September. Normal fares. See timetable book Table 101.

Rhätische Bahn (RhB) Steam hauled

"Engadina" Sundays 18 July & 9 October.

St. Moritz	dep	0945
Samedan	dep	1000
Scuol Tarasp	arr	1230
	dep	1410
Samedan	arr	1710
St. Moritz	arr	1720

"Surselva" Sunday 13 September

Landquart	dep	0920
Chur	dep	1000
Ilanz	dep	1145
Disentis	arr	1250
	dep	1515
Ilanz	arr	1610
Chur	arr	1700
Landquart	arr	1740

"Davoser Rundfahrt" Sunday 20 June

Landquart	dep	0935
Klosters	dep	1150
Davos Platz	arr	1230
	dep	1430
Chur	arr	1730
Landquart	arr	1830

Details of all these trains can be obtained from Switzerland Tourism in London (see advert) or

Graubünden Tours AG, Bahnhofstrasse 25, CH-7002 Chur, Switzerland.

Tel: (+41) 81 254 91 10

Fax: (+41) 81 254 91 11

E-mail: grt@graubuendentours.ch

Rhätische Bahn (RhB) Mesolcina line

Electric hauled specials on Sundays 23 May, 27 June, 18 & 25 July, 8 & 22 August, 5 & 19 September and 3 & 10 October between Castione-Arbedo and Cama. Three return trains will operate on each day. For details tel (+41) 79 681 05 59

CONNECTIONS PAR EXCELLENCE

by Michael Feaver

By simply studying the timetable, it is clear that Arth-Goldau must be an amazing station, and having now been there, it still is! It is shaped like a 'Y', with one straight side and one slightly curved.

At about 10 minutes before the hour, two trains arrive along the two arms of the 'Y', indeed they can often be seen approaching along the opposite sides of Lake Zug, which is just north of the town. One is coming from Basel and Luzern, the other from Zürich, though often they have come from much farther north.

At 8 minutes to the hour, one leaves to run non-stop to Bellinzona, and on to Lugano, Chiasso and Milan, while at 5 minutes to, the other leaves to follow in its steps as a stopping train. Amazingly, in spite of some 12 to 15 stops, it still gets to Bellinzona only some 30 minutes behind its faster predecessor!

Then at about 15 minutes past each hour, the process is reversed. The stopping train from Chiasso arrives, followed very closely by the non-stop from Bellinzona and beyond, and they then leave for their respective destinations, again vying with each other on opposite sides of the Lake.

I had arrived from Zug on a stopping Schaffhausen/Chiasso train, which included coaches reserved as the 'William Tell Express', ready to pick up boat passengers at Flüelen, just as the 'Verdi' from Dortmund was arriving opposite, bound for Milan. Not long after, I got on the reverse, Dortmund-bound 'Verdi' to return to Luzern.

The synchronisation of these connections was remarkable; in both directions, both trains were waiting for those who wanted to change from one to the other with a minimum of fuss or delay. But of course this isn't the whole story of Arth-Goldau.

Straddling one arm of the 'Y' is the terminus for the trains to Rigi Kulm, while from other platforms run the 'Voralpen Express' and other (hourly) trains to Pfäffikon (on the main Zürich to Sargans line), St. Gallen and on to Romanshorn.