

# Mailbag

Objektyp: **Group**

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

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

Heft 5

PDF erstellt am: **11.09.2024**

## **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.

## MAILBAG

### Help wanted

I am building a model based on the MOB and have had a problem with regards to the overhead catenary. The old style wooden posts have curved support arms. I noticed in December's issue of *Loki* a model of the BOB and in the MIBA Report *Schmalspur Bahnen 5* a photograph on page 29 models with similar catenary to the MOB. As Sommerfeldt do not seem to make them, does anyone know of a manufacturer who does? I would be grateful to hear from you either by phone on 01684 310652 or letter to 11, Welland Gardens, Welland, Nr.Malvern, Worcestershire, WR13 6LB. Any costs incurred will be refunded.

PS.- if you live in the West Midlands area we would be pleased to have you join us in our monthly get together. See Society Diary for details.

Gerald Savine.

### More help wanted

I am in the process of building a railway layout depicting a part of Switzerland into which I should like to incorporate main line SBB and branch line EBT (Emmental-Burgdorf-Thun) features.

I should like to contact the person who is an expert on the EBT railway in the 1950's. In particular I should like as much detail as possible on passenger coaches and goods stock (colour schemes etc.)

Perhaps you could suggest a possible source of photographs, drawings of EBT and other private railways. I know they used EW1 coaches (which are available as models) If I had the colour scheme I could adapt coaches for my purpose.

I look forward to any information and help that members can provide.

Brian Bale, Brambles, Ash Road, Braunton, Devon, EX33 2EF.

### HOLIDAY REFLECTIONS

Having seen the adverts for the Hotel National in Swiss Express I decided to go to Interlaken in October 1997 and this is a very short report! I would also like to thank Les for his help and for arranging the accommodation.

I went with a friend and since we both like trains chose to go on Eurostar leaving London at the reasonable hour of 10.23 a.m. on a Sunday with a

change in Paris from Nord to Lyon and a wait of almost 2 hours for the split TGV to Bern. The train leaves for both Lausanne and Bern and splits at Frasné. It is a cross platform interchange for the 6 min change at Bern and we arrived at Interlaken at 10.20 almost exactly 12 hours after leaving Waterloo.

We chose to buy the Regionalticket and not just the Oberland railways one which meant that we were not restricted. The Jungfrauoch is a must providing one has good weather and ours was splendid. A trip to the Swiss Transport museum in Lucerne is very easy taking the 9.19 train with a good connection across the "front" to the pier. A free trip on the regional ticket can include the Brienz Rothorn, but I tried the Reuti cable car and Gondlebahn to Magisalp for the only Chairlift in the area to Planplatten but alas it was "Gesperrt" for reasons best known to itself!! Another free trip is to Spiez/Thun/Niederhorn using a real transport mixture, ICE Berlin train at 8.45 to Spiez, a stroll through the town to the pier and the boat to Thun for a real variety of shops. The no 21 bus takes one to Beatenbucht to board the incredibly long funicular to Beatenberg. The unique (3) car seilbahn valley station up the Niderhorn is now beside the funicular and so the connection is very easy. An excellent view from the top guides one to the layout of Interlaken, its lakes and the valley/mountain plan.

Heimweifluh and Schynige Platte are two more local excursions with the latter being a free possibility giving more splendid views from the Alpine garden.

They speak good English at the National which is excellent with a good central position about 4 minutes walk to "West" when you arrive and only some 12 mins to "Ost" when you want the BOB trains or the Brunig line. The food consisted of 4 courses-soup, hors d'oeuvre, the main course and a sweet. There was always a choice of 2 for everything and minor variations were acceptable and the menu was in pidgeon English! The breakfast was a buffet.

Now all we want is to organise a flight from London City direct to Interlaken and the hassle would all but go!! Mind you the other Roger bought the tickets and he had to queue for 30 mins followed by 45 mins to write them all out!! Roger Keyworth. Elstree, Herts.