

Gallery

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IN CAMA TIMES

**Dave Howsam visited the Misox in 1996
before the current uncertain situation**

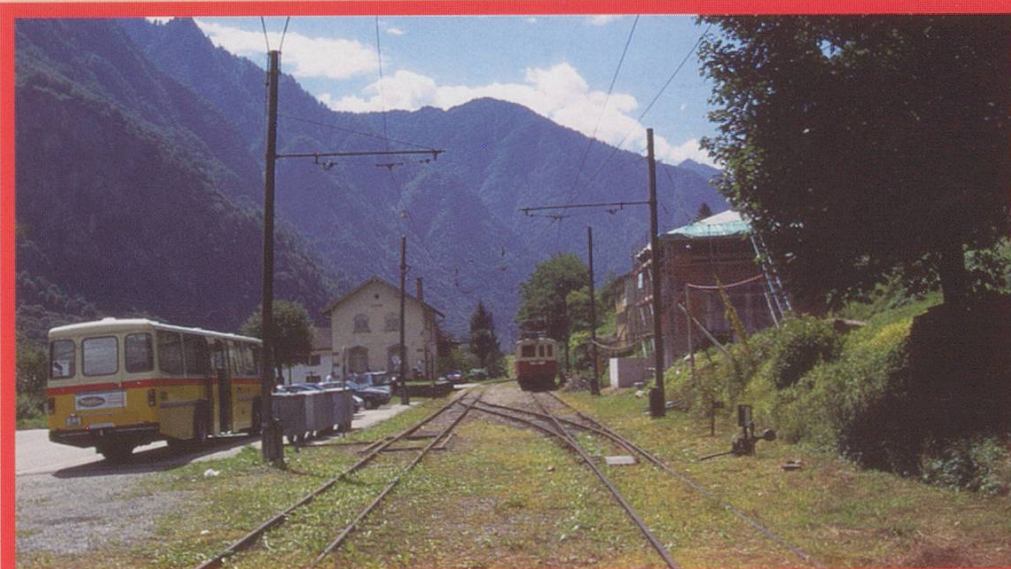
Photo halt at S. Vittore. The origin of the railcar can be clearly seen with the RhB nameboard over its owner's insignia.



The approach to Cama station looking to Mesocco. The Appenzellerbahn ABe 4/4 42 is in the loop ready for a trip to Castione-Arbedo on Saturday 3rd August 1996.



Cama station looking towards Bellinzona on Saturday 3rd August 1996 as ABe 4/4 42 from the Appenzellerbahn waits to take enthusiasts to Castione-Arbedo. I recall the postbus was of considerable age and the operating group had a stall selling various bits and pieces to raise funds on the platform. The track terminates in a buffer stop behind the photographer, hence the state of the track in the foreground.

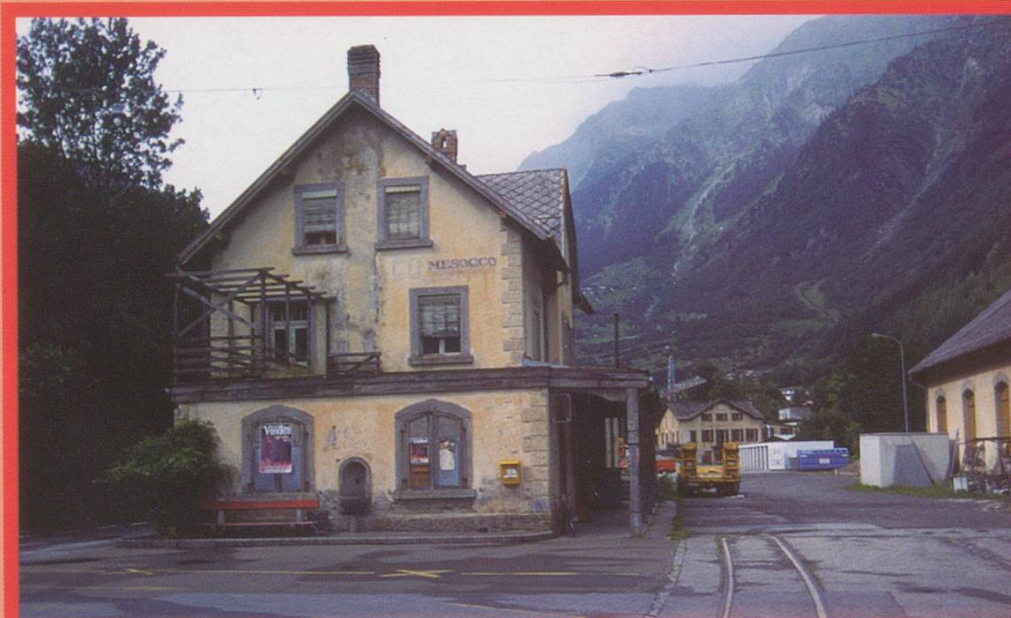




Destination reached and in the foreground at Castione-Arbedo is RhB BDe 4/4 491 resting until return to duties on Monday!



On the return journey a photo call is taken at Grono.

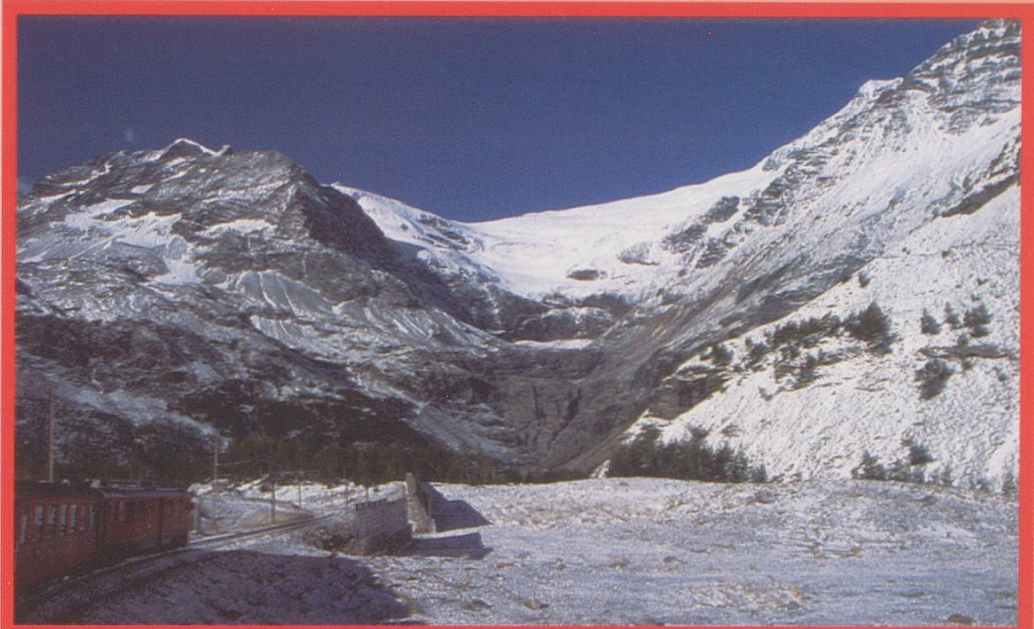


Mesocco station on the same day after the sunshine had given way to a heavy shower. The local and express buses meet at the former terminus of the branch. The name is clearly visible and it seems to have replaced a larger, earlier version.

RhB BDe 4/4 49I shunting in Castione-Arbedo having arrived with loaded Eaos wagons on rollblocks. The time is August 1994.



September 2001 and overnight snow meant an early morning trip on the Bernina, whilst staying at the Grischuna in Filisur, was a must. Between Bernina Ospizio & Alp Grüm.



Rapperswil station and a shot to prove it can take two shunting locos to position one PTT coach, just like it does on my model!



The smallest steamer on Lake Lucerne pays tribute to it's larger sister. On the occasion of the Steamer Parade in Honour of DS Gallia May 1st 2004



LOUNGING ROUND LÉMAN

A random selection for your delectation



The L'Isle branch of the BAM is a gem. It's a shame that the trains are now few and far between. Basically the train runs when the kids go to and from school. This is a general view of the very pretty station at L'Isle.

All the pictures in this article were taken in May 2003.

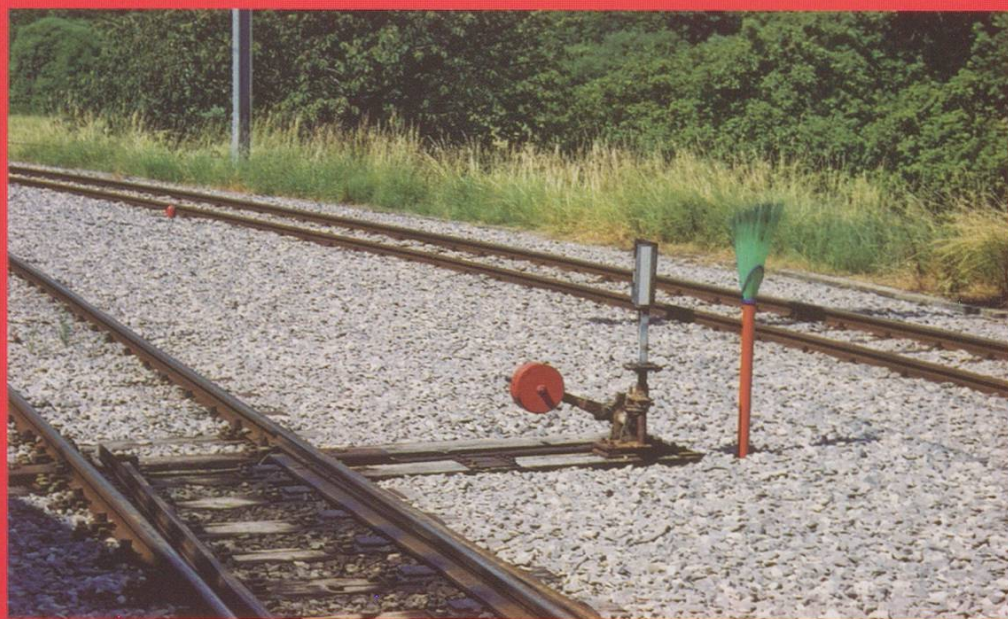


BAM BDe4/4 No.2 is prepared for service by one of its regular drivers. It is kept in pristine condition. Both the two regular drivers live along the line in the station houses.



No 2 waits at Pampigny-Sévery while the driver collects some groceries from the other driver's wife. He dropped them later with his wife; they live at Montricher. Truly a bucolic experience. There were some open wagons at Pampigny on rollböcken which looked as though they were being filled with timber.

A colour co-ordinated broom at L'Isle to sweep the points during winter.



No.2 approaches Apples in the early morning with the school train.



This is the bus which normally operates the service. What would happen if a group turned up I am not sure. Presumably the driver would be informed, would dash back to L'Isle and collect the train. I'd love to try it one day. The bus holds 12 and is not very comfortable. It's waiting at Apples for a connection



GALLERY



Three views of the soon to be modernised Lausanne-Ouchy. Upper left shows a train between Montriond and Jardin, Upper right is Jardin, the lower is between Lausanne CFF and Montriond, and you can see the station in the back-ground.



Believe it or not this is Switzerland and it's a railway station with a regular service. Dump does not begin to describe this sorry excuse for a station. Geneva Eaux-Vives SNCF.



The regular train from Annemasse arrives to collect quite a few passengers considering the very run down appearance of the service.



It departs along what looks like a track in the third world.

