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HORGEN... THEN HOME

Paul Russenberger

Paul submits his final report as SRS Chairman attending the SVEA annual meeting.



13302 passing Horgen with ecs to run round at Thalwil.

PHOTOS: Paul Russenberger

The SVEA AGM was hosted this year by the Modelleisenbahn Club Horgen (MECH) and was held in a municipal building easily reached from the station by the Zürichersee at this lakeside town near Switzerland's main city. After opening the meeting the President of the SVEA, Herr Rudolf Steinmann, himself an SRS member, introduced representatives of the Canton and the Kommune. They welcomed us, congratulated the MECH on achieving 50 years and then spoke glowingly of the growth of Horgen and the part the railway had to play in it. We heard how proud they were when an Ae6/6 was named *Horgen* in 1965. I found myself wondering if a councillor from a similar sized town in the UK would know, let alone have any memory, of its

name being carried by a locomotive! While noting that Horgen grew up as a result of it being located at one end of a ferry crossing on the lake, the point was made that the railway becomes part of the land while air and road transport disturb it.

Presentations by overseas representatives were reduced this year, but I was still called forward to report on the British railway scene and the progress being made by the SRS. I commented on the success of the move of the Eurostar operation from Waterloo to St Pancras, pointing out that should any of those present wish to visit the new St Pancras they would find plenty of shops for their wives. I drew a chuckle when I could not resist pointing out that the railway had done better in the opening of

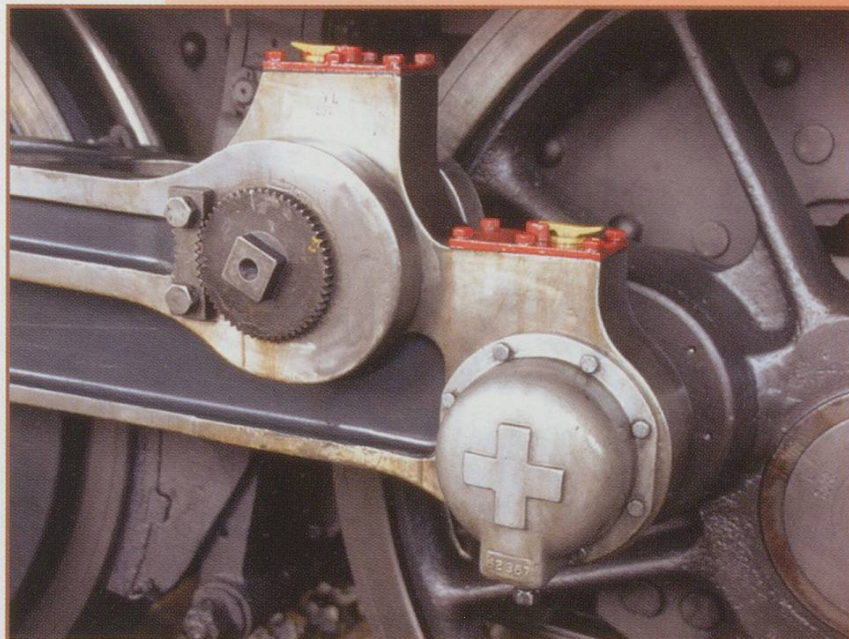
St Pancras International than the air transport industry had in the opening of Terminal 5 at Heathrow. Next I explained that this would be my last visit as the SRS has a new Chairman in Ian Athey, and I thanked the SVEA for all their hospitality and consistently warm welcome that I have received over the years. During the meeting two issues arose which produced some debate and gave me a distinct sense of 'déjà vu'. The first was the number of pages in, and the cover cost against production costs of, *Eisenbahn Amateur* which bore a distinct similarity to discussions in the Committee and at the AGM of the SRS regarding *Swiss Express!* The second was regarding the effect on a local group of having to arrange a national meeting.

The second day of the event comprised a run by the privately preserved Be6/8 III number 13302 through Arth-Goldau, Zug and onto the Sihltal line. Between breakfast and checking out of the hotel a dedicated few were to be found at the lineside for the passage of the Crocodile from Rapperswil to Thalwil, where it was to run round the coaches. Unfortunately, the position of the sun made photography of the empty movement difficult though it was in glorious sunshine that the "special" climbed away from the Zürichersee. The local enthusiast network had clearly been in

TOP: Close up of coupling rod oil box and jackshaft big end.

MIDDLE: Nameplate and worksplate – SLM3073/25.

BOTTOM: Standing at Horgen before departure.





operation as photographers occupied every hill before taking to their heels (and, presumably, their cars) as soon as we had passed! The lunch stop was in the Sihltal, where close up photography and a cab visit were enjoyed by many, the Crocodile contrasting with the Class 450 in red SZU livery which had just been transferred from the SBB. Having continued northwards to the outskirts of Zürich we moved onto a short connection from the SZU onto the SBB at Zürich Wiedikon. Here at last the sun was in exactly the right position for a shot of 13302 running round - and taking us back at least 30 years in time! Returning

to Horgen, along a line most of which I first rode in 1959 when Crocodiles were as common then as they are interesting today, 13302 came to a smooth standstill to be admired and photographed.

It was then time to say "Thank you" and "Goodbye" (instead of "Auf Wiedersehen") to those who have



TOP: *Running into Horgen.*

MIDDLE: *En-route, getting near Arth-Goldau.*

BOTTOM: *Standing at Arth-Goldau.*



welcomed me to the SVEA in the past years and to sadly decline an invitation from Richard Blatter of the Schaffhausen Club to travel with him by ship to Rapperswil. At the landing stage by the station the sun shone on the paddle steamer *Stadt Zürich* as she slipped her mooring and steamed confidently away up the lake, whilst it was time for me to slip away too and do a little exploring before my return home.



TOP: *Standing at Arth-Goldau.*

MIDDLE: *Coupling rods and the jackshaft drive.*

BOTTOM: LEFT & RIGHT: *Running round at Zürich Wiedikon.*

