

"Didn't we have a lovely time the day we went to Zürich" : David Stevenson - with (not many) apologies to Fiddlers Dram [i.e. Tram]

Autor(en): **Stevenson, David**

Objektyp: **Article**

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

Band (Jahr): - **(2008)**

Heft 96

PDF erstellt am: **29.06.2024**

Persistenter Link: <https://doi.org/10.5169/seals-854655>

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.

"DIDN'T WE HAVE A LOVELY TIME THE DAY WE WENT TO ZÜRICH"

David Stevenson - with (*not many*) apologies to
Fiddlers Dram

*BDWM No.24 crosses the Reuss to stop at Obertor on its return to Dietikon.
A very pretty spot.*

A day trip to Switzerland is not a new idea; I have done several before to Basel. With *easyjet* returning to Zürich a decent day was possible by leaving Luton at 07.15 (arr. 10.05) and returning at 20.55 (arr. 21.45) so the West Midlands Group thought it would be a good idea to make it our summer trip. The trip was also opened up to all members via the SRS website and on the day in question, Wednesday 25th June 2008, ten members met at the airport and we were on our way. I should perhaps mention that there should have been eleven - but one overslept!

Leaving Worcester early, about 04.15 to be precise, it was a very easy journey to Luton. Having checked in on-line, as only hand luggage was involved, this made the trip through the abysmal security system slightly easier and we were into the departure area by 05.45. Incidentally my flight cost was £49.48.

The first picture not long after we landed. Ae6/6 11646 trundles through Oerlikon with an infrastructure train. A good start. All the pictures were taken on the 25th June of course.

Arriving at Zürich at about 10.00, we were out into the station by 10.20 and I took my first picture, which happened to be an Ae6/6 (!), at 10.59 at Oerlikon. *Fantastic!* We had separated into groups at Flughafen, arranging to meet up much later prior to coming home. Some went track bashing, Sue Fisher went to Luzern to enjoy the scenery, Helena Moretti went haulage bashing, some went to Zürich and the Tram Museum and Paul Hannant, Martin Fisher and I headed for Dietikon to ride the Bremgarten-Dietikon line.

The weather was far better than expected and we should have worn sandals





BDWM No.24 stands ready to depart from Dietikon for Wohlen. This is the train we took at 11.33.

(no socks please) and shorts. Never mind, it was sunny. We changed at Dietikon and took the metre gauge to Bremgarten West where evidence of the former standard gauge to Wohlen could be seen; I believe this is now out of use. As it was such a nice day the Three Caballeros walked back to Bremgarten Stadt, where we lunched on the platform, and then continued to Zufikon Hammergut where we caught the train back to Dietikon. We obtained some nice lineside shots on the curve halfway between the two Zufikon stations.

David Adams had written an article in *Swiss Express* based on spending some time at Killwangen-Spreitenbach. This seemed a good idea as it was getting towards 15.00



and the afternoon freights would be piling into the freight yard soon. Although there is a cafe at Killwangen unfortunately one cannot see the platform from it. It was pleasant enough though and after a drink on what was now a very hot day, we sat on the platform and admired the never-ending succession of freight trains, many hauled by Ae6/6s, into the yard. There were a lot of football extras heading for Basel which rattled through as well to add some piquancy to the mix. I was a bit

gutted to miss the Südostbahn Re 4/4 though. We were chatting away, I was changing a memory card, it came in just at the wrong time and my grab shot failed dismally.

Towards 17.00 Martin headed-off towards Baden on some obscure track bashing trip. Paul and I couldn't be bothered moving - too hot. So we stayed and eventually returned via the S-Bahn towards Zürich HB where we intended to have a drink before slipping back to the airport. At Altstetten it became obvious that there was something wrong with the S-Bahn unit resulting in it being taken out of service. We then had to get another train into the centre. We crossed platforms, boarded another S-Bahn train and just before we left Helena Moretti got on the

same train right beside us. Of all the trains in all the world etc, etc. We had our drink in the beer hall at HB and made our way back to the airport. After joining the rest of the group, and having the official picture, we passed through passport and security only to find there was a delay.

BDWM No.2 forms the 13.33 to Dietikon. As I took the picture one of the drivers suggested I could buy the unit as they were up for sale! Would be nice. We had lunch on the platform just behind the train.

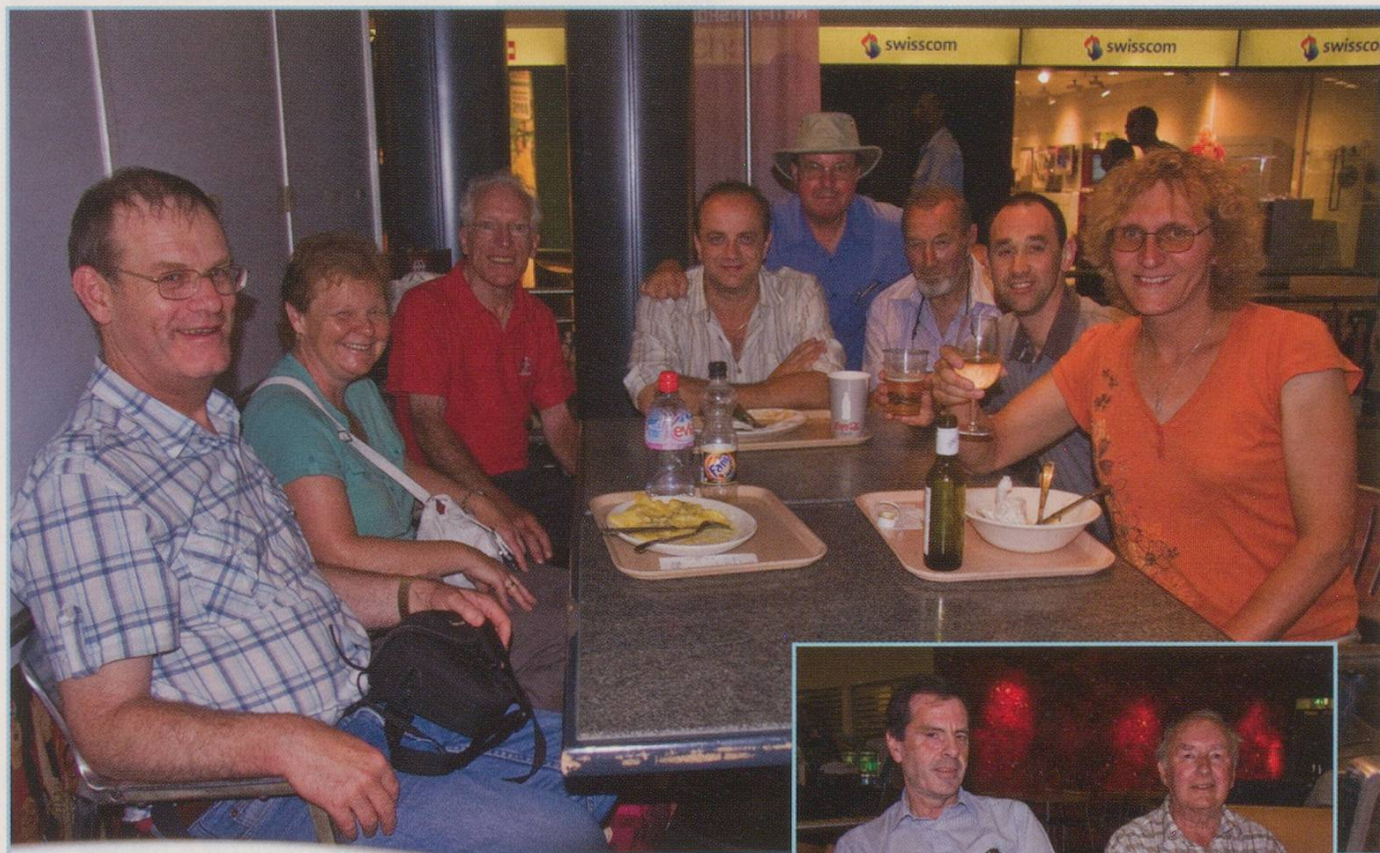
I am a huge admirer of *easyjet* but their one big fault is that when something goes wrong they are very slow at giving out information. In the end there was a two hour delay leaving. On boarding the crew informed us that there had been a security clampdown in the UK and flights had been restricted causing lengthy tailbacks. We eventually reached Luton 75 minutes late - and then the fun started. After being held on the tarmac we then reached passport control, along with nine other flights. Just two overly officious UK Border Agency officers then took great delight in checking each and every passport ad-nauseam as the queue lengthened resulting in it taking one hour to get through. Thankfully heading home we were back by 01.30.

So what do we make of all this? It is possible to do a day trip and it can be great,



During the stop at Killwangen two Re4/4s, 11242 leading 11241 left RB Limmattal with a Holcim train at 15.18.

indeed it was until the point when we landed at Luton. Am I going to do it again? Possibly. It's a shame that a decent day trip can't be done to Geneva, the times just aren't right. If it was possible to do Basel I would want to do it, but I would have to think long and hard about using Luton Airport again.



The WM trippers, from the left: Martin & Sue Fisher, Bill Venton, Paul Hannant, Toggenburg/DS, Geoff Harrison, Guy Harrison and Helena Moretti. Inset are L-R Gordon Adams & Barry Garside.

