

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2017)
Heft: 131

Artikel: Roy Dungalison seat dedication
Autor: Jesson, John
DOI: <https://doi.org/10.5169/seals-853896>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 29.04.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

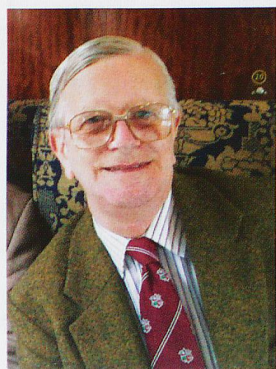
Roy Dunglison Seat Dedication

John Jesson



The train resting at Planalp.

Photo: Rüdi Steinmann



Roy Dunglison, a founder member of the Swiss Railways Society and Joint President, sadly died in November 2012. Roy was also a member of the support organisation for the Brienz Rothorn Bahn and one of his favourite places was Planalp, the half-way point of this iconic railway. With the full co-operation of the Brienz Rothorn Bahn, it was

came to Brienz, where we were met by Simon Koller, the Managing Director of the Brienz Rothorn Bahn. A special train was provided – 125-year-old steam loco No.2 and the “Salon Rouge” coach, together with an open wagon for essential supplies – and we left Brienz after lunch under a cloudless blue sky to Planalp. Wine and snacks were served en-route by the charming “Salon Rouge” staff. After a most enjoyable half-hour journey we arrived at Planalp. One of the ‘essential supplies’ was a red carpet, placed in front of the seat by Simon Koller. Another was a supply of the BRB’s unique rack rail-shaped bread, which was distributed to help soak up

decided by the Management Committee of the SRS to fund the installation of a seat at Planalp to be dedicated to Roy. The funds for this came from the generous bequest that Roy left to the Society. At the time of this decision in 2013 the BRB was planning to build a new station at Planalp. Delays to this project because of the need for large scale track renewals, and some severe winter weather with subsequent damage to the railway infrastructure, resulted in the dedication of the seat being delayed to this year.


However, on Friday 26th May 2017 a group comprising Roy’s relatives, SRS members and friends, all of whom had funded their own trip,

BRB’s Simon Koller, SRS Chairman John Jesson and Roy’s cousin Anthea Chapman.

Photo: James Henderson

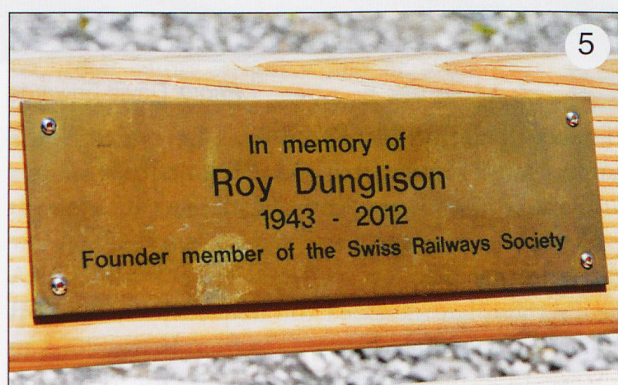


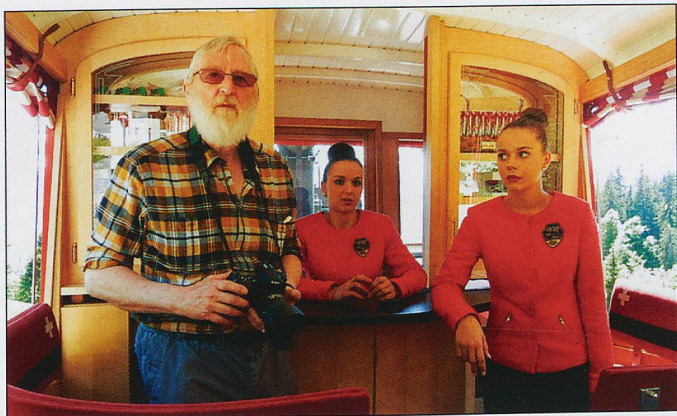
more wine. As Chairman of the Society, I said a few words that were appropriate (I hope) to the occasion, then Anthea, Roy's cousin, thanked both the SRS and the BRB for their joint initiative in choosing to remember Roy in this manner and at this location. Given that it will have to withstand the extremes of weather that occur at this location, the memorial seat is very solidly made with welded steel ends, a solid wood seat and back, and with an engraved memorial plate. The BRB have done a marvellous job of incorporating the seat into the station area so that it really is part of the whole. Shortly after the ceremony, and a pause to admire the view beloved of Roy, we all re-joined our special train and descended once more to Brienz and to disperse to our various destinations.

I would like to thank all those who attended the event, coming from Britain, Switzerland and the USA, and the management and staff of the Brienz Rothorn Bahn, who did everything to make the day such a pleasant occasion. Also I must add a very special thank-you to Bryan Stone, who had liaised throughout between the SRS and the BRB. The weather helped as well, the temperature being somewhere in the high 20'sC despite Bryan's warning beforehand that it could get chilly at 1,300m above sea level in May! Those present at the dedication included: John Jesson, Anthea Chapman, Boyd Misstear, James Henderson, Bryan and Johanna Stone, Rüdi and Margrit Steinmann, Ian and Cornelia Chalmers, Robert and Annika Amstutz and their grandson, plus Michael and Dawn Legge. The BRB personnel involved were Simon Koller (MD), Kurt Amacher (engine driver), Christian Flück (fireman), Thomas Brunner (conductor), along with Cordelia Steiner and Julia Schlosser (catering). Please, when in Switzerland, plan to visit the BRB, Planalp and Roy's seat, as a thank you to the prime mover behind the formation of our society back in 1980. 

1. The train at Brienz. *Photo: Bryan Stone*
2. The assembled party at Brienz ready to ride to Planalp. *Photo: John Jesson*
3. Simon Koller of the BRB welcomes the guests on the train. *Photo: Bryan Stone*
4. One of the official photos of all the guests. *Photo: James Henderson*
5. The Seat Dedication Plaque. *Photo: John Jesson*

More photographs on page 4.





TOP LEFT: John Jesson and the catering staff.

Photo: Rüdi Steinmann

BOTTOM LEFT: The special train approaches Planalp.

Photo: Bryan Stone

ABOVE: BRB's Simon Koller tests out the seat.

Photo: Bryan Stone

What Else Has Changed?

Neil Wheelwright takes a look at changes that have occurred on the SBB network in recent years.



RBe 4/4 No.1405 in the sidings at La Chaux-de-Fonds.

Photo: David Edwards

We often discuss the changes to the railways of Switzerland and perhaps, mourn the demise of the Ae6/6s or curse the identikit 'Class 186' locos appearing everywhere. However, we often overlook some deeper changes to Swiss (and other) railways. Such changes affect the railway infrastructure in ways that are both obvious (the trains are 'bigger') and easily overlooked (not many of us think about axle weights!). I have summarised some of the

main impacts, below. As sources differ I have tried to use what appear to be reasonable statistics from reliable sources such as the VöV and Litra websites. All weights are 'empty'.

Train Frequency

The Taktfahrplan increased the frequency on the SBB routes; overall, train Km was up 34% from before 2004 to 2012. Since 1996 there has been an increase of 31% from