

## “The Essential Guide” – Some Modifications.

**Pages 4, 91, 92 & 140** The **Ballenburg-Dampfbahn** steam locomotive depicted is No. 1067 and not its sister locomotive No. 1068.

**Page 11** Graubunden is 7,105 sq. km and Zug 239 sq. km and not as stated.

**Pages 24 & 34 Golden Pass Panoramic Services** do not operate direct services between Montreux and Luzern, rather trains operate on metre gauge from Montreux to Zweisimmen where a change is required to travel on standard gauge material to Interlaken Ost and where another change is required to travel on to Luzern via the Brünig Pass again utilising metre gauge stock as is correctly recorded on page 141.

**Page 65** The sections between La Chaux de Fonds to Le Noirmont and from Le Noirmont to Tavannes and/or Glovelier on the **Chemins de Fer du Jura** (CJ) are metre gauge and the section between Porrentruy to Bonfol is standard gauge and not as reported.

**Page 76** The **CEV** train No. 7003 is making for Vevey but not directly for nearby Montreux.

**Page 77** It is understood that the **Montreux Glion Rochers-de-Naye** (MGN) 1992-built steam locomotive has been sold or about to be sold to Brienz-Rothorn Bahn (page 96).

**Page 83** The **TRAVYS** route from Yverdon to Ste Croix is metre gauge.

**Page 97** The **Brienz-Rothburn Bahn** is incorrectly identified as “the oldest cog railway” an honour which truly belongs to the **Rigi Bahn** leaving from Vitznau (page 155) which was opened in 1871.

**Page 99 Dampfbahn Furka Bergstrecke** (DFB) currently operates SLM 2-6-0 RTs Nos. 1, 2, 8 & 9 plus the 0-4-2 RT No.6. When four locomotives, Nos. 1, 2, 8 & 9, were repatriated from Vietnam the best two, Nos. 1 & 9, were restored whereas Nos. 2 & 8 were cannibalised for spare parts. Confusion arose however when No. 9 was returned to service in 1993 carrying the number “2” until it was corrected back to “9” in 1999. The other 2-6-0 RT No. 4 was one of three steam locomotives retained by the Furka-Oberalp (FO) primarily for snowplough and engineering duties. The others were No. 3 which is now at Blonay-Chamby (page 55) and No. 10 which was written off in an avalanche in 1965. No. 4 was loaned to the RhB between 1956 and 1959 where its rack equipment was removed. It was ultimately donated to the DFB on the condition that it was restored to its original condition which it has been.

**Page 164** The top picture of the train travelling from Filisur via Wiesen to Davos Platz would not have previously crossed the Landwasser Viaduct which in fact is on the Thusis-Filisur route

### Other points.

Some location dots are deliberately shown outside the Swiss boundary as they are cross-frontier routes. Many have asked for an alphabetical index which will be considered for the next edition. The author sincerely hopes these errors do not mar the reader’s enjoyment of the book. .

### The Future.

I am currently researching, photographing and writing The Essential Guide to Austrian Heritage and Tourist Railways and would welcome comments, high quality digital photographs and other ideas from SRS members as well as any offers to check the proof manuscript for accuracy before publication. As in all these things, it would be for love of it (as it is for me) rather than for the money!

Thank You. Mervyn Jones (SRS member on e-mail [info@rail-guides.eu](mailto:info@rail-guides.eu) )