



## *Lötschberg mountain route.*

Backgroundinformations & highlights along the beautiful way from Bern to the Valais.

### Contents

#### ■ *The Lötschberg mountain route*

- 06 The almost 100 year old route
- 08 The train

#### ■ *From Bern to Spiez*

- 10 The journey from Bern to Spiez
- 14 Lake Thun

#### ■ *From Spiez to Kandersteg*

- 16 The journey from Spiez to Kandersteg
- 20 Griesalp / Alpine Farming and Nature Trail
- 22 Lötschberg Base Tunnel
- 24 Kander Viaducts
- 26 Kandersteg / Lake Oeschinen
- 28 Promenade Ferroviare
- 30 Lötschberger Railway Discovery Trail

#### ■ *From Kandersteg to Goppenstein*

- 32 The journey from Kandersteg to Goppenstein
- 36 The Lötschenpass / The Lötschental
- 40 Tragedy in the Lötschberg Tunnel

#### ■ *From Goppenstein to Brig*

- 44 The journey from Goppenstein to Brig
- 46 The Valais
- 48 Viaducts
- 50 The Victoria Tunnel
- 52 The «Suonen» and the «Tesslen»
- 54 Lötschberger South Ramp

#### ■ *Other*

- 56 Lötschberger-GoldenPass round trip
- 58 Excursions in the Lötschberger region
- 60 Services

Key

- Lötschberger Line
- Other railway services
- Bus services
- Bernese Oberland Navigation
- Mountain railways
- Footpaths
- Pass
- ▲ Mountain summit

- L **Lötschberger Stations**
- O Other Stations
- C Lötschberg car transport
- B Lötschberg Base Tunnel
- B Bus
- B Boat
- C Cable-car
- F Funicular Railway
- P Pulsed movement gondola lift
- G Gondola lift
- C Chairlift

- 1 Promenade Ferroviaire
- 2 Lötschberger Railway Discovery Trail
- 3 Lötschberger South Ramp

**Publishing information**  
 Bern © 2011  
**Publisher** BLS AG, Personenverkehr, Genfergasse 11, 3001 Bern  
**Design** erdmannpeisker GmbH, Biel  
 BLS AG, Personenverkehr, Bern  
**Photography** Jeroen Seyffer, Bern  
**Print** AST & FISCHER AG, Wabern

[www.bls.ch](http://www.bls.ch)



Track

1

Railway Adventure – Childhood dream –

# Kambly Experience



Take the BLS to the Kambly Experience. For more exciting excursions by rail, bus und ship visit [www.bls.ch/trip](http://www.bls.ch/trip)





Wetterhorn  
▲ 3692 m

Eiger  
▲ 3970 m

Mönch  
▲ 4107 m

Schreckhorn  
▲ 4078 m

Finsteraarhorn  
▲ 4274 m

Jungfrau  
▲ 4158 m

UNESCO World Heritage Sites  
Swiss Alps Jungfrau-Aletsch

Grosser Aletschgletscher  
Aletschhorn  
▲ 4193 m

Lötschenlücke  
3173 m

Nesthorn  
▲ 3822 m

Blümlisalp  
▲ 3661 m

Breithorn  
▲ 3780 m

Langgletscher

Breithorn  
▲ 3785 m

Indenhorn  
▲ 3369 m

Petersgrat  
3203 m

Fafleralp

Bietschhorn  
▲ 3934 m

Hockenhorn  
▲ 3293 m

Lauchernalp  
1968 m

Blatten

Gredetschtal

Lötschenpass  
● 2690 m

Ried

Baltschiederdtal

Naters

Brothorn  
▲ 3000 m

Wiler

Brig  
678 m

Kippel

Lalden

Goppenstein  
1216 m

3

Eggerberg

nthorn  
8 m

Ferden

Ausserberg

Visp

Lonza

Hohntenn

Raron

Niedergesteln

p

Gampel

Steg

Rhone

Leuk

Leuk-Sion-Lausanne

A. Rohweder

3/2011

G o m s



*«As a train conductor I have a real dream job. Every day I travel through the most beautiful parts of the Bernese Oberland and the Valais. The Lötschberg mountain route from Bern via Kandersteg into the Valais, which is nearly 100 years old, never fails to fascinate me. It is hard to believe that people 100 years ago were able to build such impressive constructions as the Kander Viaduct, for example, or the horseshoe loops round the Felsenburg.*

*I feel at home in the Bernese Oberland. I grew up in Reichenbach i. K. and from when I was very small I have ridden horseback around this picture-book region. Even if I am planning an excursion with my friends, we usually stay in the Lötschberger region. Whether you go off into the Simmen, Kander- or Lötschental – there is always so much to see and enjoy. Climb aboard the train and get to know this region – I look forward to meeting you»* Nadia Lehmann, BLS train conductor

## Welcome to Lötschberger land



Climb aboard and discover a very special part of Switzerland with the Lötschberger excursion train. The Lötschberger links the prettiest places and holiday destinations in the Bernese Oberland and the Valais along the routes from Bern to Brig and Zweisimmen.

To make sure you don't miss anything on your travels through the Lötschberger region, we have produced this little guide for you. It will give you some useful tips about the region and interesting background information about your railway journey.

### The rail experience

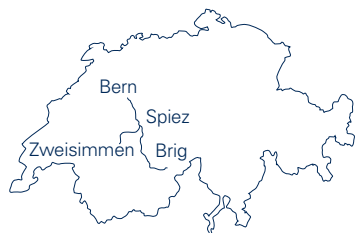
The first highlight of your trip will be waiting for you at the station: the Lötschberger trains, which make travelling on these stunningly impressive railway lines, some of them dating back over 100 years, an unforgettable experience.

Even now that the Lötschberg Base Tunnel is open, the traditional mountain route between the Bernese Oberland and the Valais has lost none of its appeal. That is why railway enthusiasts and nature lovers leave the route through the 34.6 km long base tunnel to people who are in a hurry, and instead take the Lötschberger to enjoy the unique views, for example into the Rhonetal. For a long time, the lines from Spiez to Zweisimmen and via Frutigen and Kandersteg to Brig were a lifeline for the region. They are still worth travelling to see, if only on account of impressive structures like the Kander Viaduct or the horseshoe loops round the Felsenburg.

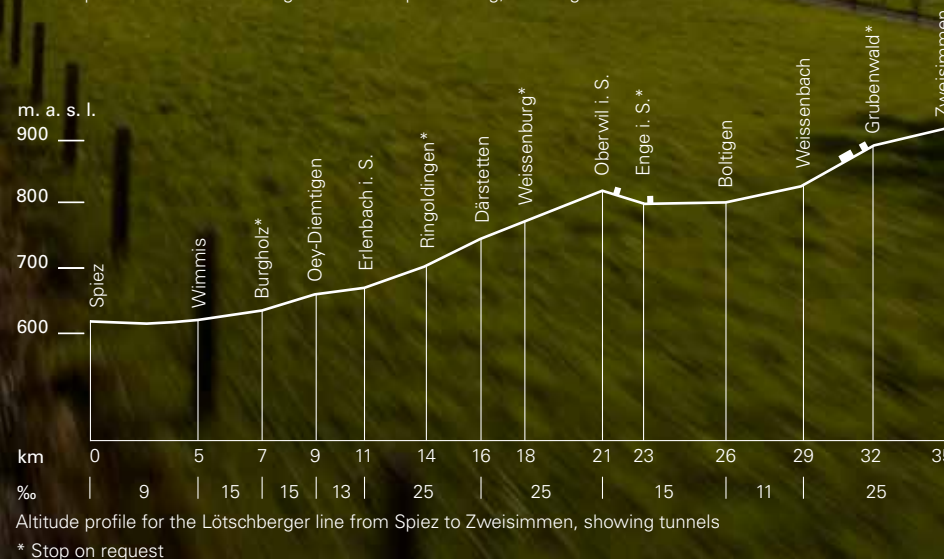
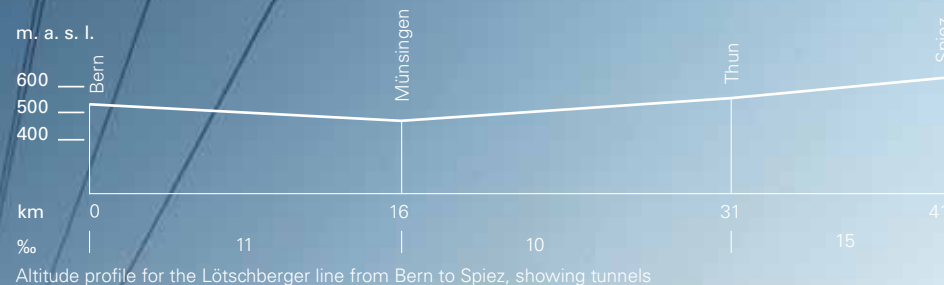
However, the villages and valleys along the route also offer numerous leisure activities to tempt visitors.

### Know where to get on

The RegioExpress takes you directly from Bern to Brig or Zweisimmen. The train divides after making a short stop in Spiez. The front two carriages go to Frutigen-Kandersteg-Goppenstein-Brig, while the back ones continue towards Zweisimmen. So you have to make sure when you get on that you are in the right section of the train. You can find the detailed timetable for your excursion at [www.bls.ch/loetschberger](http://www.bls.ch/loetschberger)

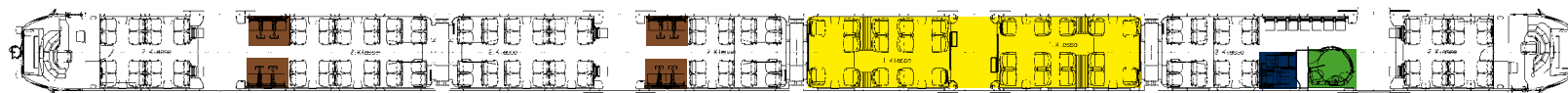
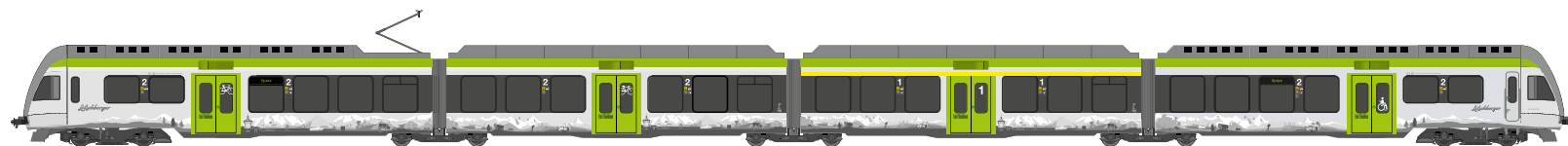


Thanks to the «Flügelzug» concept (multiple section train), you can travel on the Lötschberger from Bern to Brig or Zweisimmen and back without changing.





The BLS Lötschberger trains were specially acquired and fitted out for use on the traditional Lötschberg mountain route and in the Simmental. The company bought the first batch of 13 Lötschberger trains in 2008/2009 and then another batch of 8 trains in 2009/2010, so that since February 2010 there have been 21 Lötschberger trains in service.



- 1<sup>st</sup> class carriage
- multi-purpose compartment for luggage, bikes and winter sports equipment
- space for wheelchair passengers
- toilets with disabled access

**Features**

152 seats (of which 28 in 1st class) | Max. speed: 160 km/h | Stylish interior design | Air-conditioned carriages | Low-floor carriages | Multi-purpose compartments | Large windows with panoramic views | Modern passenger information system | Power sockets in 1<sup>st</sup> and 2<sup>nd</sup> class

# Aaretal and Lake Thun – from Bern to Spiez.

In the past, anyone wanting to travel from Bern to Spiez had to bump along in a horse-drawn carriage for about three hours to get to Thun and then take a rowing boat or sailing ship. It was only when, in 1859, the Swiss Central Railway company opened up the route between Bern Wylerfeld and what was then the terminus, Thun, followed in 1861 by the short extension to Scherzligen, that the Bernese Oberland was brought a little closer to Switzerland's main cities. In 1893, the route was extended by the left-bank Lake Thun Railway Company, which nowadays belongs to BLS. Now travellers were able to travel quickly and comfortably by steam train as far as Spiez and then on to Därligen or Interlaken. At last, it was no longer necessary to change to a steamship in Thun.

In 1902, the Swiss Central Railway and other private railway companies merged to form the Schweizerische Bundesbahnen or SBB. In 1912, the company began to build a second track on the line from Bern to Thun. A second track was also built on the route from Scherzligen to Spiez in 1914, and in 1915 this line was electrified. The SBB followed this up by electrifying the line from Bern to Thun between 1918 and 1919. When the new station in Thun was built, the one in Scherzligen was no longer needed. Most passengers do not notice that even today BLS trains run on SBB tracks from Bern to Thun and then on its own track to Zweisimmen, Brig and Interlaken Ost.

## Facts and figures

**Elevation in Bern:** 540,2 m above sea level (the lowest point on the Lötschberger route is after Münsingen near Wichtrach: 530.1 m above sea level)

**Elevation in Thun:** 559,9 m above sea level

**Elevation in Spiez:** 627,7 m above sea level

**Length of route:** 41,00 km

**The Lötschberger stops in:** Bern, Münsingen, Thun und Spiez

**Number of significant bridges:** 4

**Number of tunnels:** 0

**Line opened:** Bern Wylerfeld–Thun 1 July 1859, Thun–Scherzligen 1 June 1861, Scherzligen–Spiez–Därligen 1 June 1893

**Electrification:** Bern–Thun–Scherzligen 7 July 1919, Scherzligen–Spiez 1 May 1915

**Max. speed:** 160 km/h

**Max. incline Bern–Thun:** 1,1%

**Max. incline Thun–Spiez:** 1,5%





● As the train departs from Bern, from the windows on the right-hand side passengers can enjoy lovely views over the town with its famous cathedral and the dome of the Bundeshaus (Federal Building). In the foreground are the Lorraine Bridge and the Kornhaus Bridge crossing the Aare, and in the background the soaring peaks of the Bernese Alps. Below on the right you can see the Blutturn (Blood Tower): this was built in the 15th century as the cornerstone of the defensive walls.

**1 Bantiger**

You can see this mountain, with its striking 196 m tall radio mast, on the left-hand side near Ostermundigen.

**2 Wittgkofen**

The high-rise buildings in Wittgkofen on the right-hand side were shown off at EXPO 1964 as examples of excellent Swiss urban planning. There were two special features about the project: all private cars had to travel underground, and there was an ecumenical church complex.

**3 The route from Bern–Langnau–Luzern**

Beyond Gümligen, a single-track branch line on the left goes through the Emmental and Entlebuch regions to Luzern.

**4 Belpberg / Münsingen psychiatric centre**

Just before Münsingen on the right-hand side, the Belpberg hill divides the Aaretal from the Gürbetal. This remote ridge, 11 kilometres long, 862 m high and up to 4 kilometres wide, is a popular recreational area and it is also the location, on the right, of the Münsingen psychiatric centre. This building was erected in 1895 and is remarkable for its unusual architecture.

**5 Thun**

As the train arrives, passengers are welcomed with a glimpse of Thun Castle on the left.

**6 Stockhorn**

The mighty Stockhorn mountain range towers up behind Thun on the right.

**7 Thunersee**

On the left is Lake Thun, or look back for panoramic views of the castle and town of Thun. > Pages 14/15

**8 Kanderdelta**

On the left is the mouth of the Kander, while to the right is the Kander Gorge.

**9 Einigen**

Shortly afterwards, the route takes you past Einigen. This village by the lake is well-known because of its little church: it was first mentioned in 1228 and is regarded as the oldest place of worship in the Bernese Oberland, and the mother church of what are called «the 1000 year old churches of Lake Thun».

**10 Spiez**

In the vineyards on the left as the train arrives, the famous «Spiezer» wine is grown.



**Lake Thun**

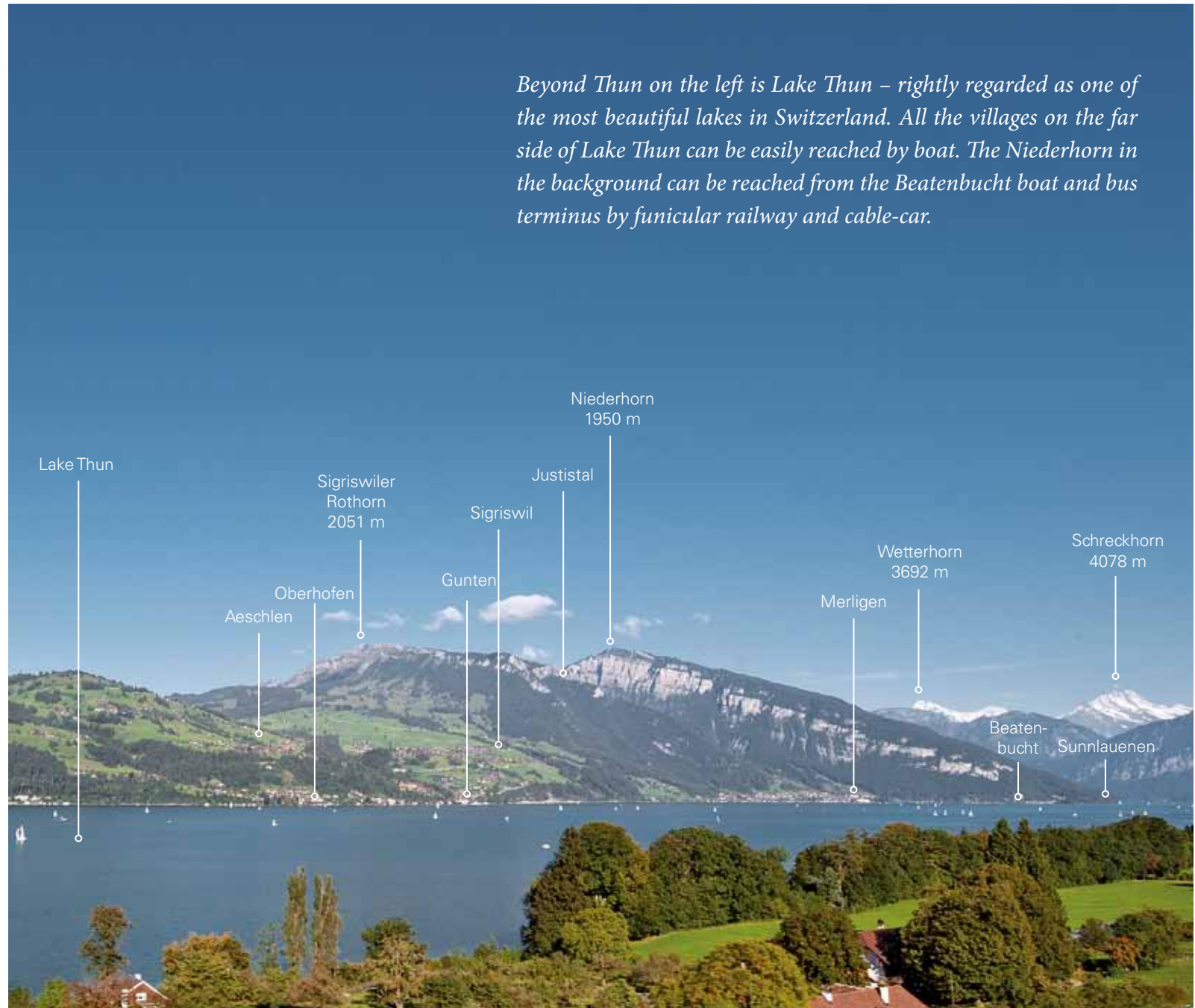
The clear blue waters of Lake Thun stretch from Merligen to Faulensee and are up to 3 km wide and 217 m deep. The countless bays around the shores shelter picturesque villages, venerable castles and modern villas.

In the 17th and 18th centuries, the lake was an important transport route. Goods and passengers were transported between Thun and Interlaken in little boats. Finally, in 1835, the Knechthofer Brothers brought the first steamship to Lake Thun, the «Bellevue».



This engraving shows the steamship Bellevue near Oberhofen.

Nowadays, the Bernese Oberland Navigation Company plies the lake with a fleet of modern ships. However, the star and undisputed people's favourite on Lake Thun is a classic dating back to 1906: the paddle steamer «Blümlisalp».



*Beyond Thun on the left is Lake Thun – rightly regarded as one of the most beautiful lakes in Switzerland. All the villages on the far side of Lake Thun can be easily reached by boat. The Niederhorn in the background can be reached from the Beatenbucht boat and bus terminus by funicular railway and cable-car.*

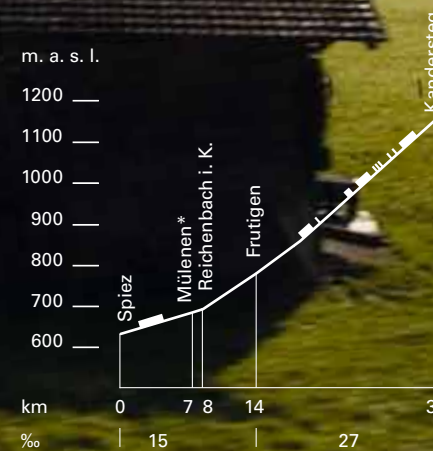
# Lötschberg North Ramp – from Spiez to Kandersteg.

The building of the Lötschberg line followed a long battle by the people of Bern for their own railway link to the south. From 1881, the high court judge and member of the cantonal government and National Councillor Wilhelm Teuscher (1834–1903) dedicated himself to having a connection built to the planned Simplon line which opened in 1906. Nevertheless, over 30 years were to pass before the first train travelled through the Lötschberg region. On the other hand, trains were steaming along the Spiez-Frutigen line as early as 1901.

In 1906, the Bernese government ordered that a new railway line be built from Frutigen to Brig and, with financial assistance from France, set up the Bernese Alps Railway Company Bern-Lötschberg-Simplon BLS. At the same time, it was decided that the line would operate using the barely tested single-

phase alternating current technology (15,000 Volt 16⅔ Hz). From 1910, the line from Spiez to Frutigen which was taken over by BLS served as a test-bed. The pioneering spirit paid off: nowadays nearly all Swiss standard gauge railways use this system. The first 13 BLS engines were the most powerful electric locomotives in the world at that time. With 2500 hp they pulled trains weighing up to 350 tonnes at 45 km/h up the steep slopes. An example of the type Fb 5/7 now stands in the Transport Museum in Luzern.

Between Frutigen and the North Portal of the Lötschberg Tunnel, there is a height difference of 460 metres, which was overcome partly with the assistance of a double loop. This means that the train travels a distance of 10 km to overcome a height difference of 270 m in just 3 km as the crow flies, with a maximum incline of 2.7%.



## Facts and figures

- Elevation in Spiez:** 627,7 m above sea level
- Elevation in Frutigen:** 779,2 m above sea level
- Elevation in Kandersteg:** 1175,7 m above sea level
- Length of route:** 31,57 km
- The Lötschberger stops in:** Spiez, Mülenen\*, Reichenbach i. K., Frutigen und Kandersteg
- Number of significant bridges:** 13
- Number of tunnels:** 15
- Line opened:** Spiez–Frutigen 25 July 1901, Frutigen–Kandersteg 15 July 1913
- Electrification:** Spiez–Frutigen 1 November 1910, Frutigen–Kandersteg when it opened in 1913
- Max. speed:** 80 km/h
- Max. incline Spiez–Frutigen:** 1,5%
- Max. incline Frutigen–Kandersteg:** 2,7%

\* Stop on request



● After Spiez, the line branches off to the left to go to Interlaken Ost. There is a lovely view over Lake Thun as far as Interlaken.

### 1 Hondrich Tunnel

Beyond Spiez, the train enters the 1737 metre long Hondrich Tunnel, and on the other side we are greeted by the Kander River and the Niesen peak on the right-hand side.

### 2 Mülenen

Just before the station, on the right, is the valley station of the funicular railway up to the Niesen (2362 m), which was built in 1910.

### 3 Kiental/Blümlisalp

Outside Reichenbach i. K., on the left, is the entrance to the Kiental, famous as a wildlife protection area where hunting is banned. In the background is the 3661 m high Blümlisalp with its legendary crown of ice. > Pages 20/21

### 4 Engstligentunnel

Between Reichenbach i. K. and Frutigen, the line branches off on the left to the Lötschberg Base Tunnel. The route to the North Portal passes through the 2600 m long Engstligen Tunnel.

### 5 Lötschberg-Basistunnel

Beyond Frutigen, you can see on the left the North Portal of the Lötschberg Base Tunnel which opened in 2007, and the «widest steps in Europe» (escape route). > Pages 22/23

### 6 Kander Viaducts

A little further on, we cross over the new Kander viaduct. If you glance back to the right, you can see the ruins of the 800 year old Tellenburg castle. > Pages 24/25

### 7 Kandergrund

This village with its striking little church is on the right-hand side and is one of the starting points for the Lötschberg Railway Discovery Trail. > Pages 30/31

### 8 Felsenburg

After a sweeping curve to the left, you can see the ruined Felsenburg castle ahead on the left.

### 9 Blausee-Mitholz

Soon after, we pass the disused station of Blausee-Mitholz

### 10 Spiral tunnel

In the 1665 m long spiral tunnel, we change direction again and travel south once more. On the right, you can see the Felsenburg ruin again, this time from above.

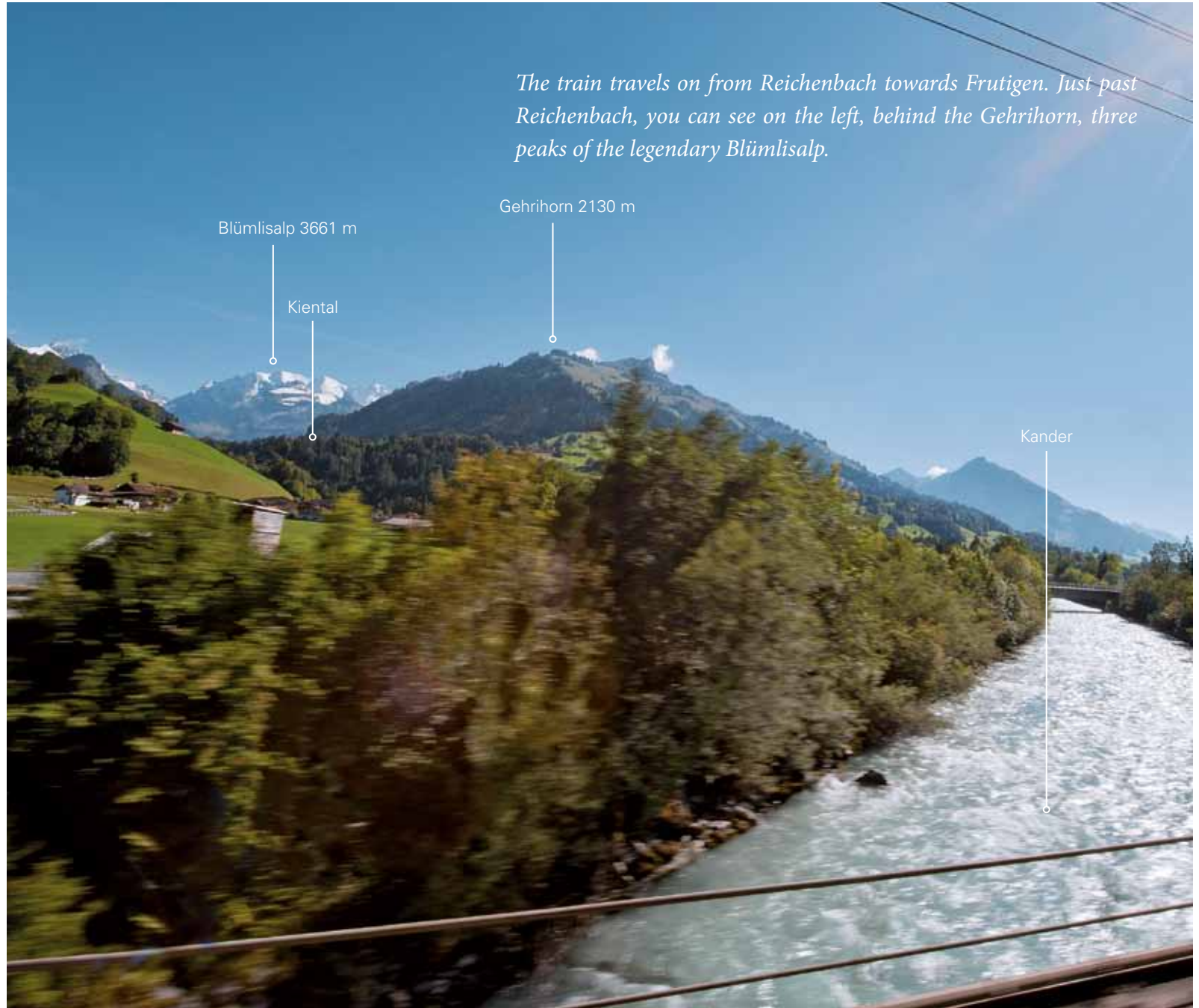
**Griesalp:  
the steepest post bus route in Europe**

When you travel by post bus, even getting to the Griesalp is an adventure. With an incline of 20%, this is the steepest post bus route in Europe. This is why there are special little buses to take passengers from the station in Reichenbach i.K. up the extremely narrow, twisting and steep roads through the Pochten gorge to the Griesalp. It is at the far end of the Kiental and is an excellent starting point for hikes in the region.



**The Alpine Farming and Nature Trail**

On the Griesalp Alpine Farming and Nature Trail, hikers can learn all about nature and the life and work of mountain farmers. At interactive stations along the route (only in German), visitors can read, observe, feel and hear all kinds of interesting things about the flora, fauna, geology, alpine economy and production of alpine cheese. A number of alpine dairies are open for visiting every morning between 10 and 12 o'clock. The circular walk ends at the post bus stop for Griesalp Kurhaus, and from there you can take the post bus back to Reichenbach.



*The train travels on from Reichenbach towards Frutigen. Just past Reichenbach, you can see on the left, behind the Gehrihorn, three peaks of the legendary Blümlisalp.*

**The Lötschberg Base Tunnel**

Once the Swiss had voted in 1992 with a clear majority in favour of the construction of the New Railway Link through the Alps, NRLA - involving the two new base tunnels through the Lötschberg and the Gotthard massif - a heated political debate ensued about how to finance it. Eventually, with a few cutbacks, the Lötschberg Base Tunnel was completed and opened on 9 December 2007. At only 828 m above sea level, the Lötschberg-Base Tunnel is the lowest crossing of the Alps and is one of the safest, most modern and technically complex railway tunnels in the world. Trains pass through it at up to 250 km/h.

**Frutigen Tropical House**

On the north side, warm mountain water flows from the Lötschberg Base Tunnel at 20 degrees Celsius. It comes from the layers of limestone on the Doldenhorn level which is penetrated by the tunnel below the Kander- and Gasterntal. Because the warm water would disturb the spawning grounds of the indigenous lake trout, it cannot be fed into the Kander river. That is how the idea came about of setting up a tropical hothouse in Frutigen to be heated by the warm water and used for breeding sturgeon and growing tropical fruit. The exhibition area about the hothouse and the restaurant are open every day.



*As you leave the station in Frutigen, you can see on the left the North Portal to the Lötschberg Base Tunnel which opened in 2007, with the «widest steps in Europe».*

Niesen 2362 m

Niederhorn 1950 m

Sigriswiler-  
Rothorn  
2051 m

**Kander Viaducts**

The old Kander Viaduct is one of the most photographed structures on the Lötschberg mountain line. It spans the Kander river and its valley at an average height of 28 metres.

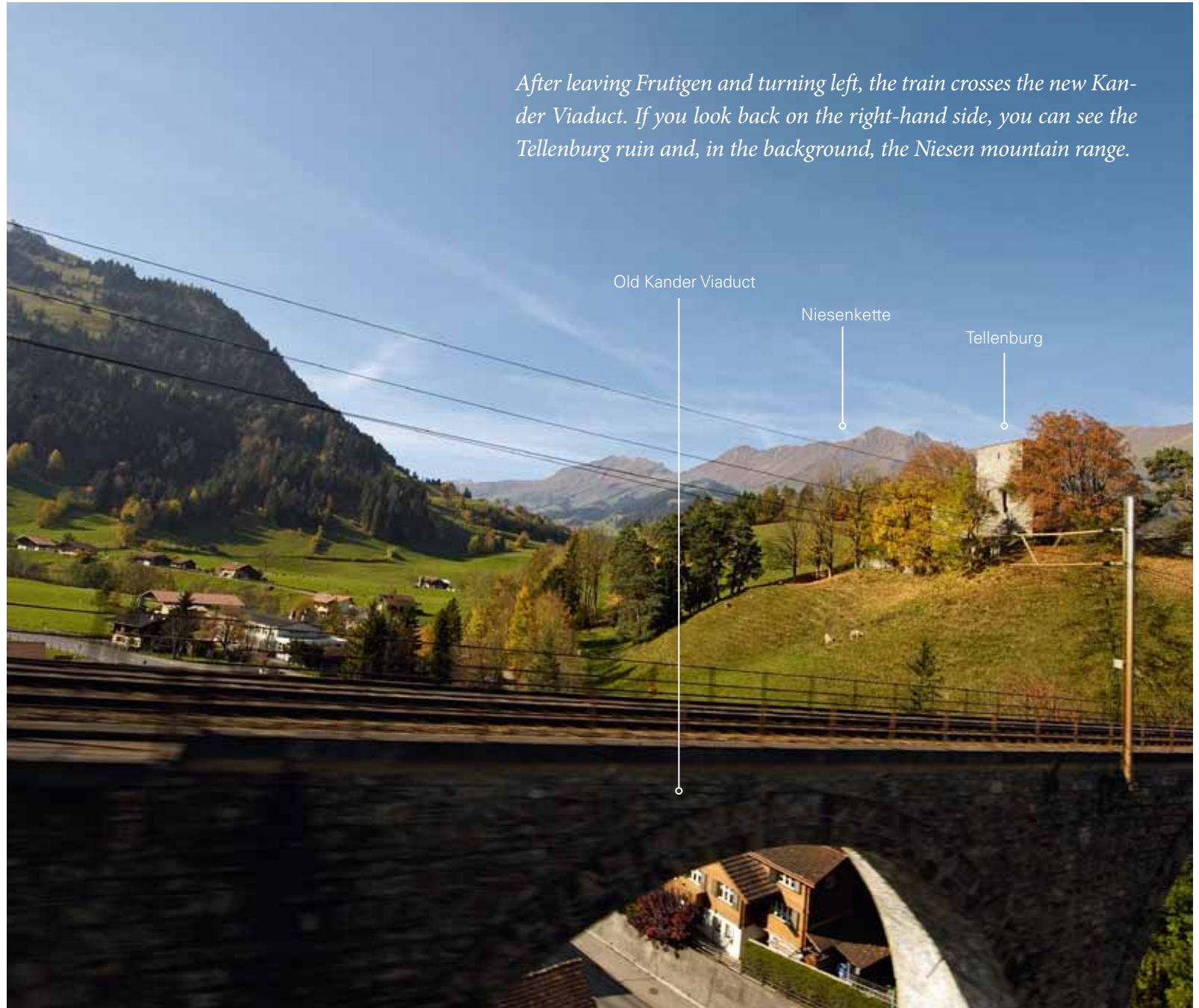
The arched viaduct on stone pillars is 265 metres long and dates from 1913. It has 10 arches 20 metres wide and one 25 metres wide.

The new viaduct, built in 1981 of pre-stressed concrete beams, is 285 m long, making it the longest viaduct on the mountain route. It stands 15 m north of the old viaduct and has the same spacing between its pillars.



**Tellenburg**

Built in about 1200 primarily for the collection of tolls, the castle served as an official residence until 1798. It fell victim to a fire in 1885.



*After leaving Frutigen and turning left, the train crosses the new Kander Viaduct. If you look back on the right-hand side, you can see the Tellenburg ruin and, in the background, the Niesen mountain range.*

**Kandersteg**

Kandersteg has been welcoming travellers from all over the world for hundreds of years. In the old days, people would rest in Kandersteg before crossing the Lötschen or Gemmi Pass into the Valais or Italy. Later, the village became a popular holiday destination for adventurous English travellers and other visitors from Switzerland and elsewhere.

Today, with its wide range of beautiful paths for walking and mountain hiking, the area is a paradise for hikers and nature-lovers. The village of Kandersteg offers a wide range of accommodation, ranging from a 5-star luxury hotel to a campsite and including holiday apartments and the International Pathfinder Centre, providing accommodation for groups.

**Lake Oeschinen**

Many thousands of years ago, a landslide created one of the prettiest mountain lakes in the Alps, Lake Oeschinen near Kandersteg. Today, the popular tourist site is part of the Swiss Alps Jungfrau-Aletsch UNESCO World Heritage Site. Activities such as rowing, summer tobogganing and having a barbecue are enjoyable ways to spend some time here. Discover the fascinating flora, from sturdy mountain pines to alpine roses and edelweiss, or the varied wildlife.



*Shortly before arriving at Kandersteg station, you can see on the left the peak of the Bire with the Lake Oeschinen cable-car and the Blümlisalp in the background.*

## Promenade Ferroviaire

Discover one of the great construction projects of the century in just a few hours.

For families, school groups or the technically-minded. The walk in Frutigen is made up of four circular walks showing how work on the great construction project of the century, the NRLA, progresses day by day. You can do the walks in any direction and in any order, starting and finishing at any point.

The first branch of the New Railway Link through the Alps is, at 34.6 km long, the longest tunnel through the Alps and, after the Seikan Tunnel in Japan and the Eurotunnel beneath the English Channel, the third longest rail tunnel in the world.

18 information panels along the paths tell you all the main facts and figures about this pioneering railway line. You get a detailed impression of the history, construction and operation of the Lötschberg Base Tunnel.

The interesting trail also passes by the Tellenburg ruins. This is an attractive vantage point and an ideal spot for photographing the Kander Viaduct and other interesting sights. After the circular walk, you can relax in the modern indoor pool or in the open-air pool in Frutigen.

If the walk has given you an appetite, you can try some exotic and home-grown delicacies at the Tropical House Restaurant or stock up with tropical fruit or sturgeon to take home.



### Difficulty

→ An easy themed walk. The paths are accessible for push-chairs and wheelchairs. There are just a few sections of Path D on the eastern side of the river that are only passable on foot.

### Directions

Take the Lötschberger Regio-Express to Frutigen. Return from Frutigen on the Lötschberger.



### Promenade Ferroviare

The «Promenade Ferroviare» is well sign-posted and starts from Frutigen station. The walk is passable all year round.

## The four circular walks making up the Promenade Ferroviaire, 10.7 km in total.

### Parcours A

**Route:** Railway station–intervention centre – Widibrücke–intervention centre–North Portal of Base Tunnel–Railway station  
**Walking time:** 50 minutes

You walk past the intervention centre (rescue centre) and the new Widibrücke bridge. The walk continues through the passage alongside the intervention centre with its 320 m wide steps, to the North Portal of what is currently the longest tunnel through the Alps. The route back goes past the portal and slightly downhill, giving a lovely panoramic view of the whole Frutigen area.

### Parcours B

**Route:** Railway station–Frutigen Tropical House  
**Walking time:** 20 minutes

This short walk takes you to the old Frutigen railway station and the Tropical House. This is where warm mountain water from the Base Tunnel is used to rear sturgeon (for caviar) and to produce tropical fruit. Path D continues this walk towards Reichenbach.

### Parcours C

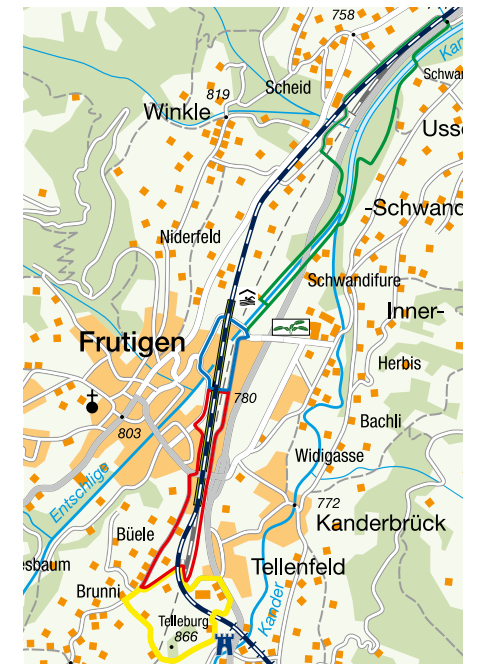
**Route:** North Portal of the Base Tunnel–Tellenburg–Hubelhuus  
**Walking time:** 30 minutes

This path is a continuation of Path A and goes first to the portal of the rescue tunnel and then quite steeply up to the Tellenburg ruins before rejoining Path A.

### Parcours D

**Route:** Railway station–Tropical House–Wengi/Ey floodplain restoration–Railway station  
**Walking time:** 1 hour 15 minutes

This path is a continuation of Path B in the direction of Reichenbach. It offers up an interesting insight into the Schwandi Ey floodplain restoration project and offers information on the re-vegetation of landfill sites for excavated tunnel rubble and the new railway constructions between Frutigen and Reichenbach.



- Tellenburg
- Frutigen Tropical House
- Church
- in- and outdoor swimming pool
- Lötschberg mountain line



## Löttschberger Railway Discovery Trail

Where hikers and railway enthusiasts meet



If you enjoy hiking and would like to learn more about rail transport, the Löttschberg mountain route and the Kandertal at the same time, you can combine the educational with the enjoyable on the BLS's Löttschberger Railway Discovery Trail from Kandersteg to Frutigen. In places, the path runs alongside the track, but in others it rises high above the line, giving an impressive overview of the viaducts and spiral tunnels, and fantastic views into the Kandertal. On the way, 43 information panels provide interesting information about the railway, its track, buildings and trains

From the station in Kandersteg, the Löttschberger Railway Discovery Trail takes you to the church in Kandergrund and then on to Frutigen. If you prefer to shorten the four-hour walk, you can simply take the bus from Kandersteg to Mitholz, Balmhorn, and complete the most varied part of the path from there to Kandergrund on foot (1 hour). From Kandergrund, Altels, you can easily catch the bus back to Frutigen.

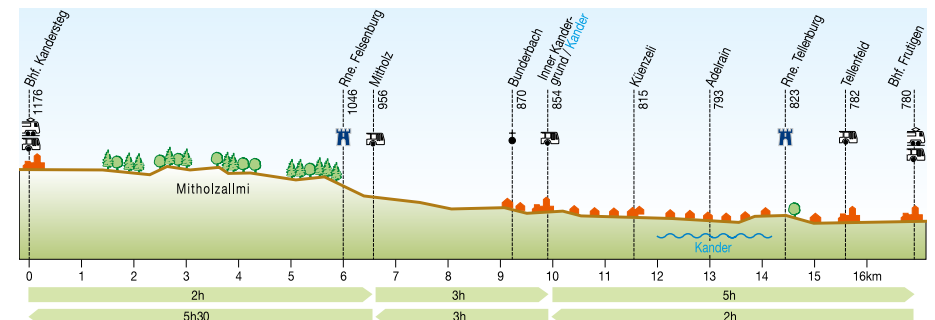
[www.bls.ch/railwaytrail](http://www.bls.ch/railwaytrail)



### Löttschberger Railway Discovery Trail

The path is marked with yellow signposts and can be walked from May to October. In some places it runs alongside the Löttschberg mountain route and has a number of steep flights of metal steps, so it is not suitable for wheelchair users, small children or dogs.

- Footpath
- H Tellenburg
- ⊕ Church Kandergrund
- H Felsenburg
- 🔥 Barbecue site
- Bus stop
- Löttschberg mountain line



# Through the Lötschberg – from Kandersteg to Goppenstein.

Work on the Lötschberg Tunnel began in 1906 with picks and shovels. Only at the start of 1907 did pneumatic drills come into use. Whereas on the north side an existing road led to the construction site, on the south side materials initially had to be hauled by mule up a steep path through the Lonza Gorge.

The men worked in three shifts round the clock, including Sundays. After each detonation, 17 to 22 men carried the waste material out of the tunnel. In this way, the tunnel progressed on average 7 metres further into the mountain every day. At certain times of year the number of workers - mainly Italians - rose to 3300. To house them, and the families who often came with them, barrack villages were specially built in Frutigen, Kandersteg, Goppenstein and Naters.

On 31.3.1911 at 3.50 hrs, the tunnellers broke through, a milestone in the construction of the Lötschberg Tunnel, which right from the start was planned as a double-track tunnel. The official opening was celebrated on 27 and 28 June with cannon fire, special editions of newspapers and a day off school. Two special trains brought 800 VIP guests into the Valais. However, the celebrations were marred by the two accidents during the construction work: On 29.2.1908, 12 engineers fell victim to an avalanche in Goppenstein, and on 24.7.1908, 25 Italian miners and two horses were buried under mud and water following a detonation. Altogether, the building of the Lötschberg railway claimed 112 lives.

## Facts and figures

**Elevation in Kandersteg:** 1175,7 m. a. s. l.

**Elevation the North Portal of the Lötschberg Tunnel:** 1196,7 m. a. s. l.

**Elevation at the highest point of the mountain route (in the tunnel):** 1239,5 m. a. s. l. (highest standard gauge tunnel in Switzerland)

**Elevation of the South Portal of the Lötschberg Tunnel:** 1216,3 m. a. s. l.

**Elevation in Goppenstein (highest station on the route):** 1216,3 m. a. s. l.

**Length of route:** 16,87 km

**Length of the Lötschberg Tunnel:** 14.61 km, making it currently the sixteenth longest railway tunnel in the world (third longest at the time of construction)

**The Lötschberger stops in:** Kandersteg and Goppenstein

**Number of significant bridges:** 1

**Number of tunnels:** 1

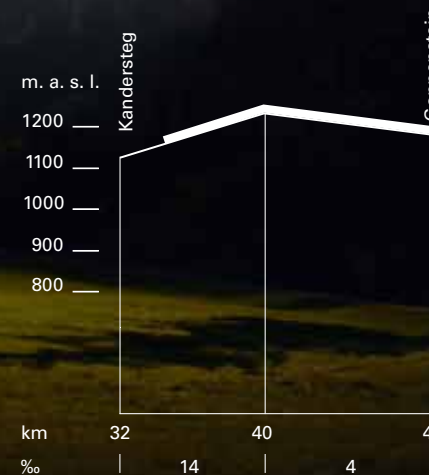
**Line opened:** 15 July 1913 (fully operational from 18 September)

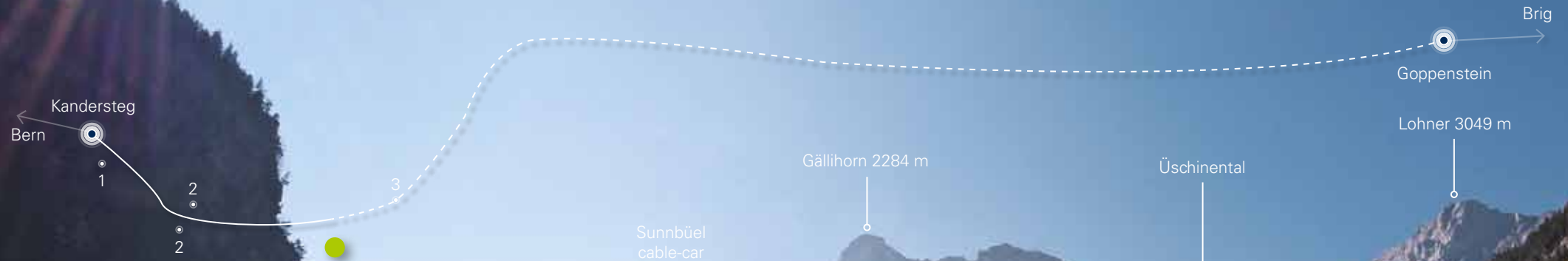
**Electrification:** from first opening

**Max. speed:** 125 km/h

**Max. incline:** 14‰

**Max. incline in tunnel:** 7‰





● On the right above the tops of the car-train carriages, you can see the Sunnbüel cable-car, the Gällihorn and the Lohner. Between the two mountains, you can just see into the Üschinental.

**1 BLS Lötschberg car transport**

After leaving Kandersteg, you can see the loading facilities for the car transport to Goppenstein and Iselle on the right.

**3 Lötschberg Tunnel**

Now the train disappears into the 14,612 metre long Lötschberg Tunnel.  
> Pages 40/41

**2 International Pathfinder Centre**

Shortly after setting off, the route passes through the International Pathfinder Centre. It has been a meeting place for children and young people from all over the world since 1923.

### The Lötschen Pass

In the past, the Lötschen Pass was the main route between the Upper Valais and the Bernese Oberland. This barren landscape was the scene of frequent battles between the two cantons in the 14<sup>th</sup> and 15<sup>th</sup> centuries. In 1698, the «Grafenried Road» was built, on the orders of the local leader Abraham von Grafenried. It leads up to the mountain pass on the Bern side and can still be clearly made out today. However, in order not to give their unloved neighbours an easy way to attack them, the people of the Valais did not continue the track on their side.

### Lötschental – the magical valley

The Lötschental is the starting point for some fantastic mountain tours. 200 km of marked footpaths make hiking a real adventure. If you are in search of peace and relaxation, you'll find plenty of tempting places to stop for a while. Because the area was so isolated for centuries, many old customs have survived here, for example the procession of the Grenadiers of the Lord, or the traditional Tschägättä – masked Carnival figures. With the Glacier mountain railway to take them up to 3111 m above sea level, winter sports fans can enjoy a varied skiing area from December through to April.



*About 1300 metres above the Lötschberg Tunnel is the Lötschen Pass – formerly one of the main links between the Bernese Oberland and the Valais.*

**The Gemmi Pass**

Even the Romans are supposed to have walked from the Bernese Mittelland over the Gemmi Pass into the Valais. They were followed by soldiers, pilgrims, traders and any number of famous people, including Jules Verne, Sir Arthur Conan Doyle, Mark Twain, Pablo Picasso and Vladimir Ilyich Ulyanov – better known as Lenin.

Whereas in former times well-to-do travellers were carried over the pass in sedan chairs and, later on, in the well-known «Little Gemmi Carriages», or «Gemmi-Wägeli», today visitors will find comfortable cable-cars, well-maintained hiking trails and cosy guest-houses. What remains unchanged is the stunning scenery of the Gemmi region, which never fails to impress on every visit.

**The «Gemmi-Wägeli»**

In 1896, Rudolf Egger invented the «Gemmi-Wägeli», to make it easier for the guests at his Hotel Bären to make their way over the Gemmi Pass. The one-horse carriage was also very popular with other tourists, and soon about 13,000 people a year were travelling in these comfortable carriages. The coach-drivers, who walked by the side of the carriage, earned 20 francs per passenger each way.



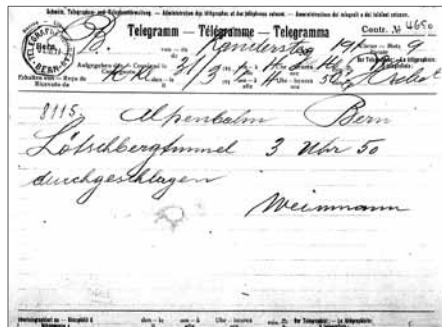
*About one kilometre beyond the Lötschberg Tunnel are the Gemmi Pass and Lake Dauben. The route from Kandersteg to Leukerbad used to be, with the Lötschen Pass, one of the main routes between Bern and the Valais.*



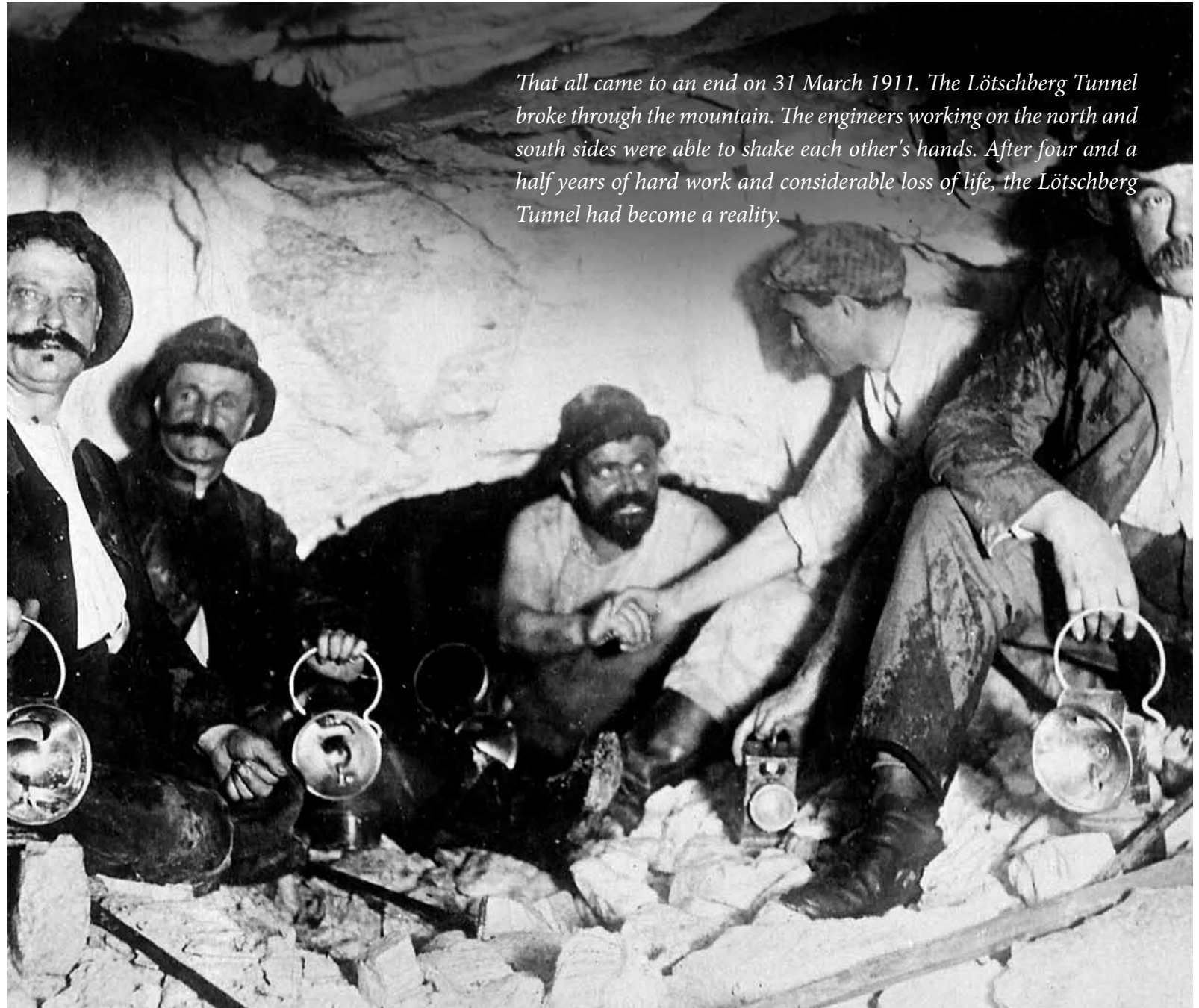
**Tragedy in the Lötschberg Tunnel**

On 24 July 1908, an incorrect assessment of the geological conditions under the Gastertal led to a tragedy in the Lötschberg Tunnel. When the blasting work on the north side of the tunnel, 2.675 km into the tunnel, reached layers of rubble which were saturated and under great pressure, it triggered a massive avalanche of mud. In just 15 minutes, the brown rivers of mud rushed 1600 metres deep into the tunnel and buried 25 tunnelers. The bodies could never be recovered and still lie in the collapsed tunnel behind a 10 metre thick wall. As a result of the accident, this section had to be bypassed with an additional loop round the Gastertal. The quite noticeable S-bend lengthens the tunnel by about 800 metres and recalls the tragic accident to this day.

The tunnellers finally broke through one hundred years ago, on 31 March 1911, and on 19 June 1913 the tunnel was ceremoniously handed over to the BLS Lötschberg Railway Company.



This historic telegram was sent to BLS in Bern about an hour after the breakthrough, announcing that the tunnellers had broken through at 3.50 hrs exactly.



*That all came to an end on 31 March 1911. The Lötschberg Tunnel broke through the mountain. The engineers working on the north and south sides were able to shake each other's hands. After four and a half years of hard work and considerable loss of life, the Lötschberg Tunnel had become a reality.*

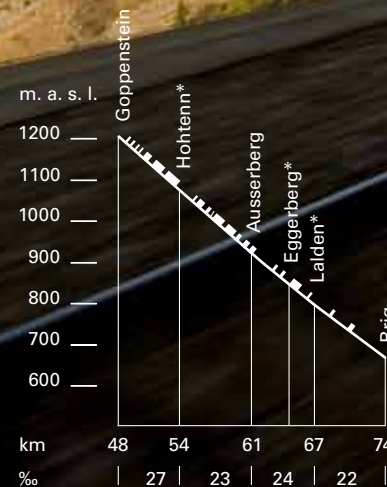
# Lötschberg South Ramp – from Goppenstein to Brig.

While on the northern approach there was the climb up to Kandersteg to overcome, on the south side there was a new challenge: in order to descend 562 metres from Goppenstein to Brig, the line had to be cut into the steep cliff face with a maximum incline of 2.7%. That required countless tunnel, embankment and bridge structures. From August 1907 to December 1912, a steam-powered, 28 km long service line brought materials and workers to the various construction sites. On 27 February 1913, the final gap in the Lötschberg Railway network was finally closed just outside Ausserberg, marked by a small celebration.

There have always been natural hazards on these steep mountain slopes, and not only due to the snow. That is why, between 1913 and 1936, BLS planted about 10 million trees

along the route. In addition, there are over 1100 protective walls and avalanche protection fences. Nowadays there is a team of foresters working on a daily basis to look after the forests and manmade structures that are so important in protecting the railway line.

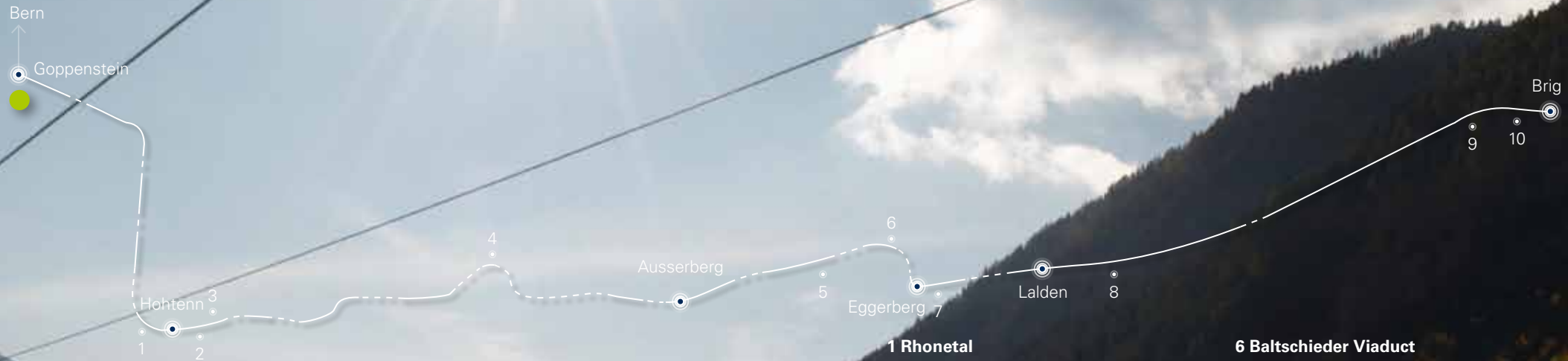
When the approach section was being built, there was not enough money to build a double-track line. Nevertheless, the size of the tunnel and the buttresses and pillars of the numerous bridges were built in readiness for a second track even then. Finally, in 1976, the federal government authorised a loan to develop the Lötschberg mountain route. After 16 years of planning and construction work, the completed line, now double-track for all its length, was officially opened on 8 May 1992.



## Facts and figures

- Elevation in Goppenstein:** 1216,3 m. a. s. l.
- Elevation in Ausserberg:** 931,3 m. a. s. l.
- Elevation in Brig:** 677,7 m. a. s. l.
- Length of route:** 25,38 km
- The Lötschberger stops in:** Goppenstein, Hohntenn\*, Ausserberg, Eggerberg\*, Lalden\* and Brig
- Number of significant bridges:** 10
- Number of tunnels:** 34
- Line opened:** 15 June 1913
- Electrification:** from first opening
- Max. speed:** 80 km/h
- Max. incline:** 2,7%

\*Stop on request



● After Goppenstein, the train crosses the Lonza river and travels down the Lötschberg South Ramp into the valley. The name Lonza comes from the Celtic «Loudentia» and means «stream of lead». The river, which rises at the Lang Glacier, crosses the Lötschental. Below Goppenstein it flows into the Lonza Gorge and finally joins the Rhone near Gampel.

### 1 Rhonetal

Tunnels alternate with galleried sections for protection from avalanches, with only short stretches of exposed line. At the end of the 1600 m long Mittelgraben Tunnel, far below we can see the impressive Rhonetal. > Pages 46/47

### 2 Hochtenn

After Hochtenn, the railway line cuts through the foothills of the Bietschhorn range.

### 3 Luogelkin Viaduct

Then we cross the Luogelkin Viaduct, which strides across the valley with five arches made of hewn stone > Pages 48/49

### 4 Bietschtal Viaduct

Then comes the 136 m long Bietschtal Viaduct, from which you can see the old service railway line on the left. You can still see the route of the narrow-gauge railway that was built during the construction of the Lötschberg mountain route. Nowadays, the Lötschberg South Ramp Trail follows the route of the line, with all its tunnels and bridges.> Pages 48/49

### 5 Victoria Tunnel

If you look back on the right just past Ausserberg, you will see the striking rock formation which looks like Great Britain's Queen Victoria. > Pages 50/51

### 6 Baltschieder Viaduct

Then it is worth taking a look at the Baltschieder Viaduct > Pages 48/49

### 7 Eggerberg

If you look down the valley after Eggerberg, you can see the visp village on the right and the Lonza chemical works, and beyond that the Mischabel mountain range. At 4545 m, the Dom is the highest mountain located entirely within Switzerland

### 8 Brigerbad

After Lalden, the train passes this spa town with its famous thermal springs (down on the right).

### 9 Glis

The village church here with its tall Romanesque tower is one of the finest and wealthiest in the whole of the Valais.

### 10 Brig

Behind it you can get a first glimpse of the little town of Brig, with its imposing church and the towers of the Stockalper Palace in the foreground.



**The Valais**

The Valais extends from the Bernese and Vaud Alps in the north to the Valais Alps in the south, where Switzerland's highest mountains are located. These shelter the upper Valais and lower Visperten, giving them their warm, dry steppe-like climate. In many places, the water supply is by means of channels dating from the Middle Ages, called «Suonen» or «Bisses». At the same time, you also find in the Valais the three largest ice sheets in the Alps: the Aletsch, Gorner and Fiescher glaciers.

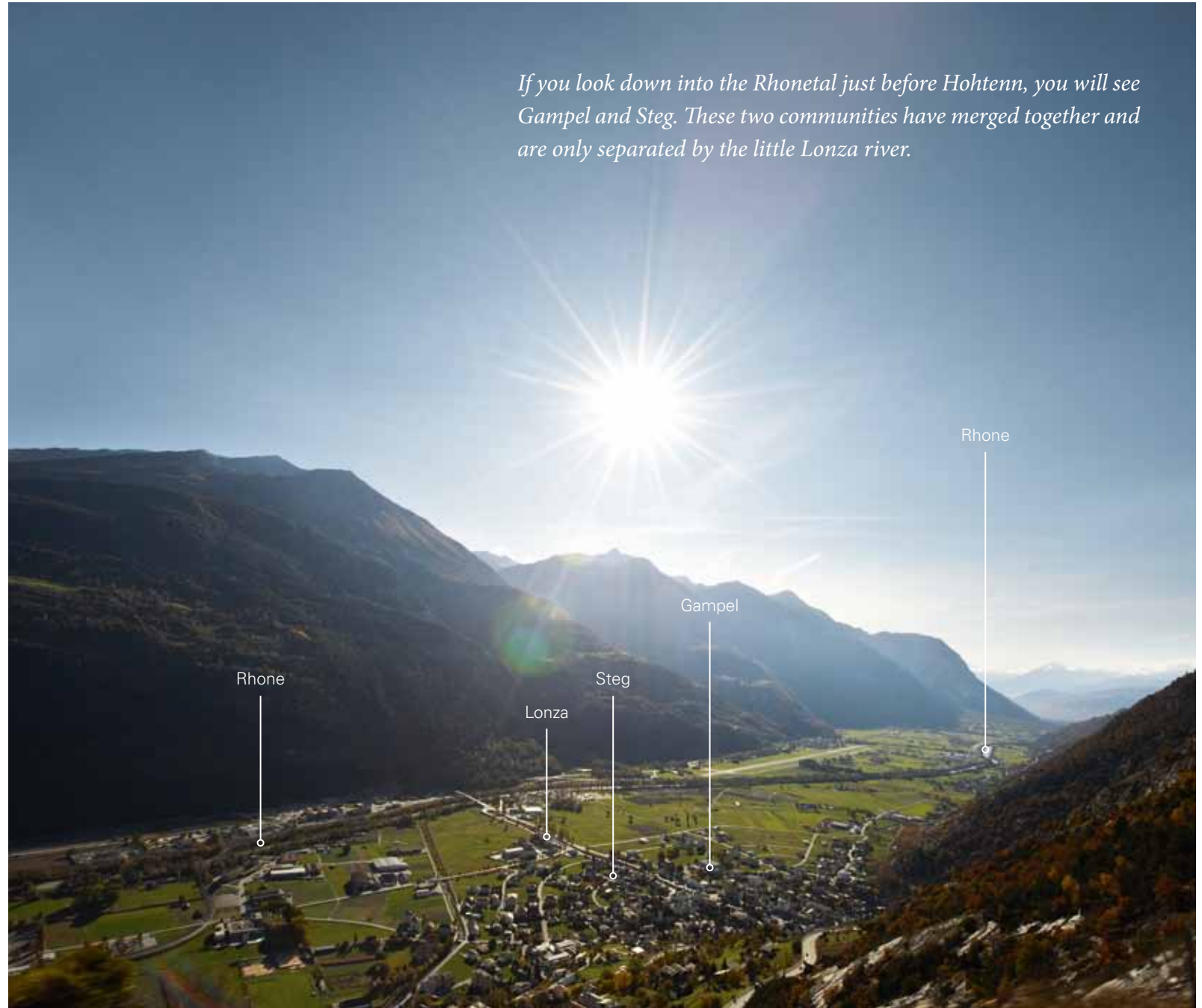
Shimmering heat, permanent ice, shady woods and sunny vineyards - and just as varied as the scenery in the Valais are the languages of the canton. To the east of Sierre, or Siders, you hear the distinctive Walliser German, while in the Lower Valais they speak French, in some cases in a Franco-Provencal dialect. The natural language boundary is marked by the tiny Raspille stream.

**The Rhone**

The Rhone – called the «Rotten» or «Rottu» in the Valais – flows through the valley of the same name from Gletsch down to Lake Geneva. The river rises in the Rhone Glacier and finally flows into the Mediterranean at Arles, 812 km later.

The first alteration to the course of the river took place in the Valais between 1863 and 1896. A new river-bed was created for the Rhone so that the river served the valley floor. That reduced the length of the river on Swiss soil from 230 to 119 km. Then, between 1930 and 1960, the dikes were raised and a double channel laid.

*If you look down into the Rhonetal just before Hochtenn, you will see Gampel and Steg. These two communities have merged together and are only separated by the little Lonza river.*



### The Luogelkin Viaduct

The stone-built viaduct is 127 metres long and 51 metres high. The many deep clefts in the terrain are called «Lüegilchi» by the locals.



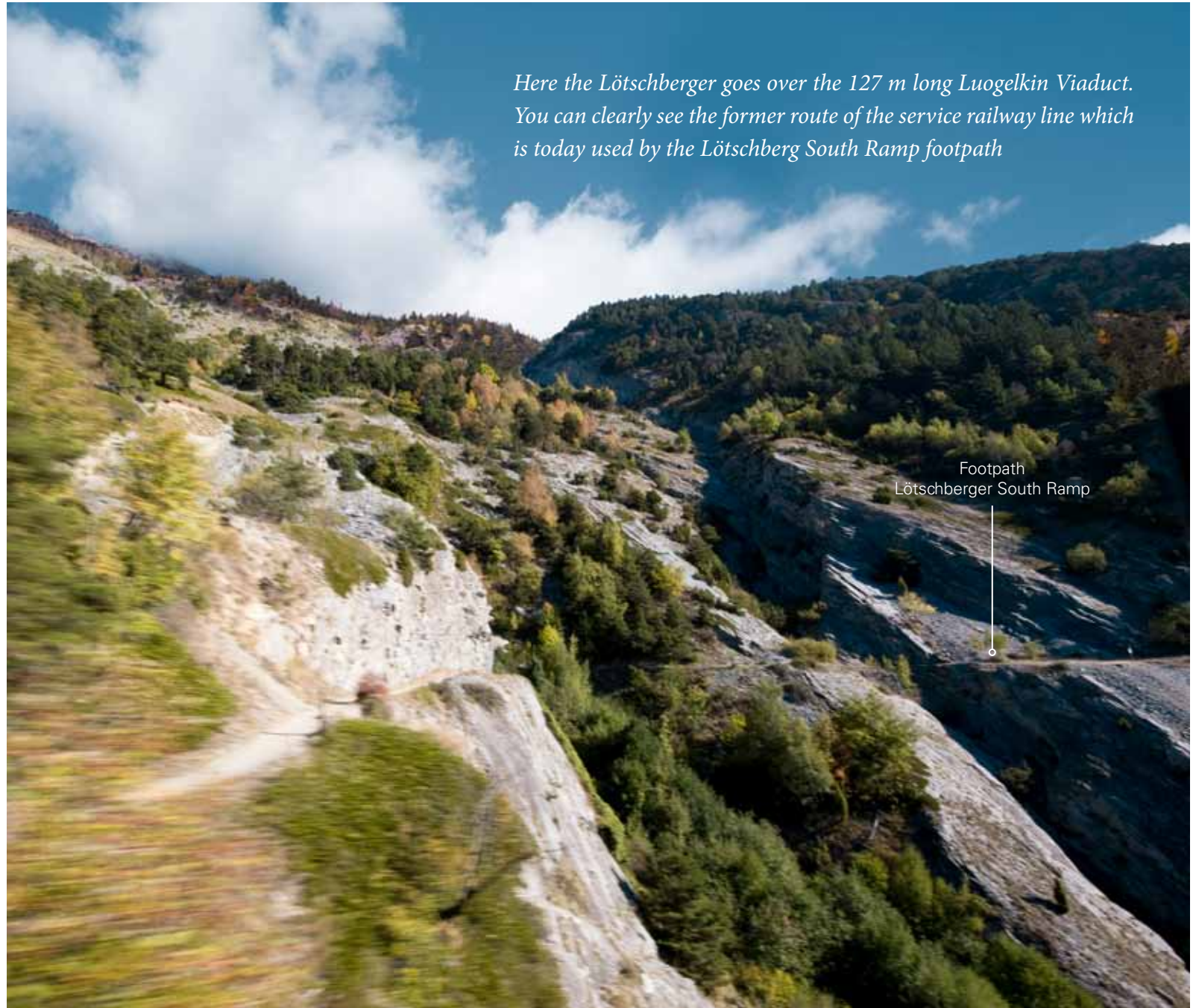
### The Bietschtal Viaduct

The 136 metre long iron structure is held together with 125,000 rivets.



### The Baltschieder Viaduct

The new double-track bridge spans a sheer drop of 54 metres on the valley side.



*Here the Lötschberger goes over the 127 m long Luogelkin Viaduct. You can clearly see the former route of the service railway line which is today used by the Lötschberg South Ramp footpath*

Footpath  
Lötschberger South Ramp

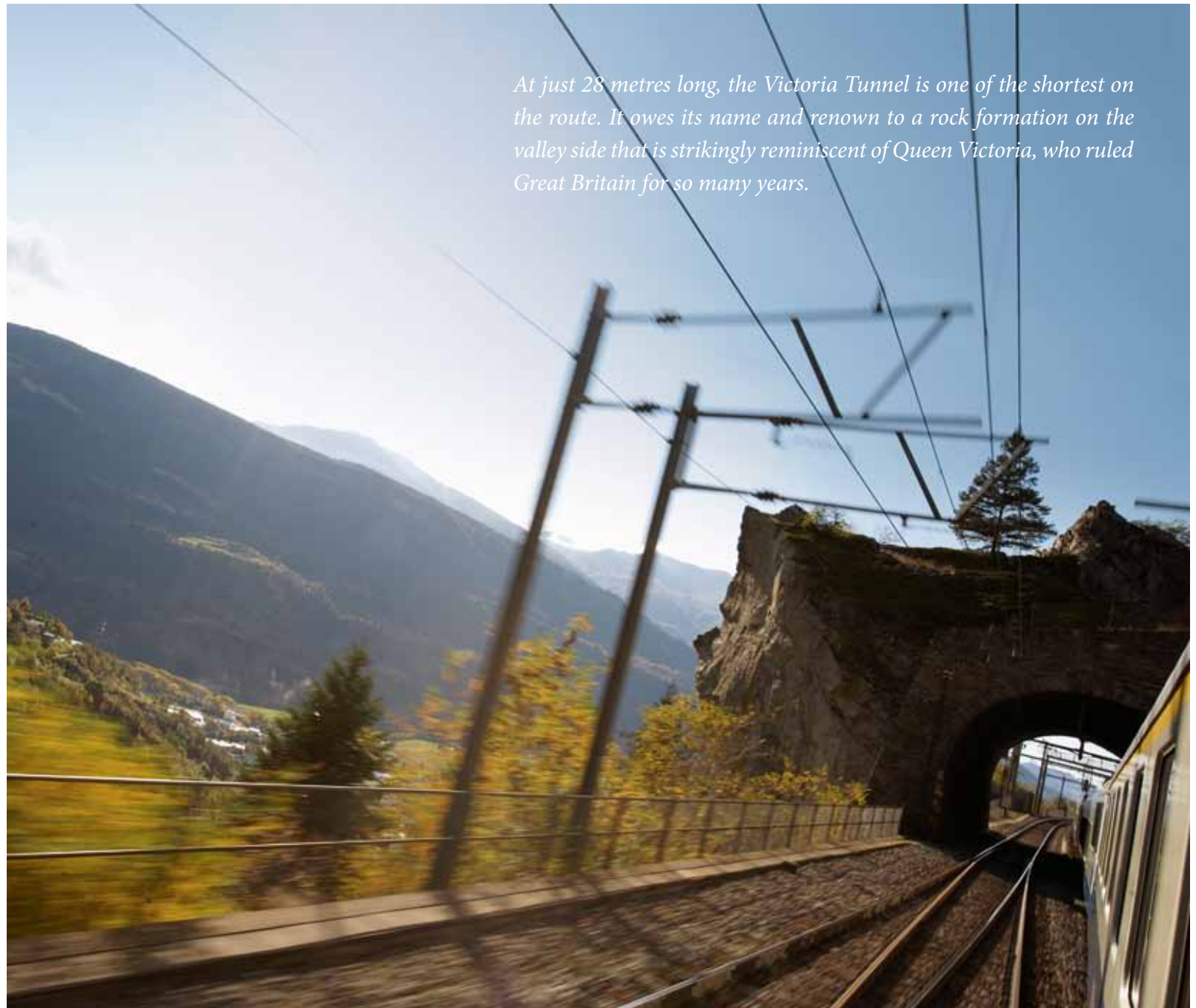
**The Victoria Tunnel**

No-one could deny that the Lötschberg Tunnel is an impressive feat of engineering. However, the construction of the smaller tunnels was also a challenge for the engineers and workers. The short Victoria Tunnel proved to be particularly tricky. The striking mountain top rock could not be blasted, because it supported a whole ridge made up of large boulders.



Queen Victoria of Great Britain (1819–1901)

*At just 28 metres long, the Victoria Tunnel is one of the shortest on the route. It owes its name and renown to a rock formation on the valley side that is strikingly reminiscent of Queen Victoria, who ruled Great Britain for so many years.*



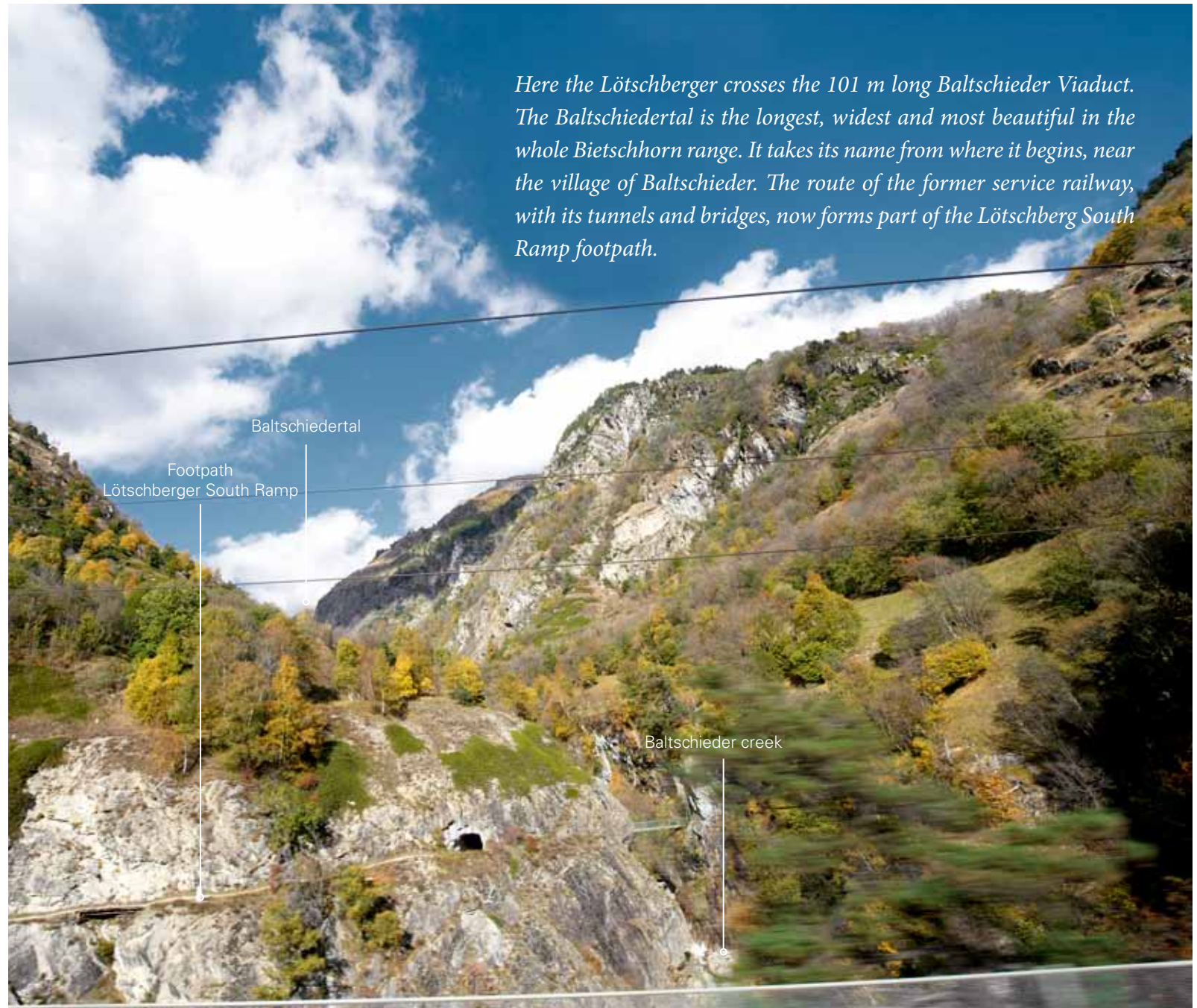
**The «Suonen»**

The Baltschieder tal is one of the driest regions of Switzerland. Nevertheless, with a lot of imagination and courage, the inhabitants of the valley brought an end to the drought: they built the «Gorperij» and «Nijwärc» «Suonen» (water courses), which carry water from the higher mountain valleys and glaciers into the meadows and fields. Where the ground permitted, the «Suonen» were not much more than an open ditch. Often, though, the water had to be taken in wooden channels along the sides of steep rock faces.



**The «Tesseln»**

Long before the credit cards of today, people were using «Tesseln» in the Baltschieder tal. On these wooden predecessors of today's data carriers, they carved all the important information which was needed to maintain an orderly village life. For example, it would be marked on the «Tesseln» when a farmer was allowed to divert the water onto his fields, or use the communal bakery.



*Here the Lötschberger crosses the 101 m long Baltschieder Viaduct. The Baltschieder tal is the longest, widest and most beautiful in the whole Bietschhorn range. It takes its name from where it begins, near the village of Baltschieder. The route of the former service railway, with its tunnels and bridges, now forms part of the Lötschberg South Ramp footpath.*

## Löttschberger South Ramp

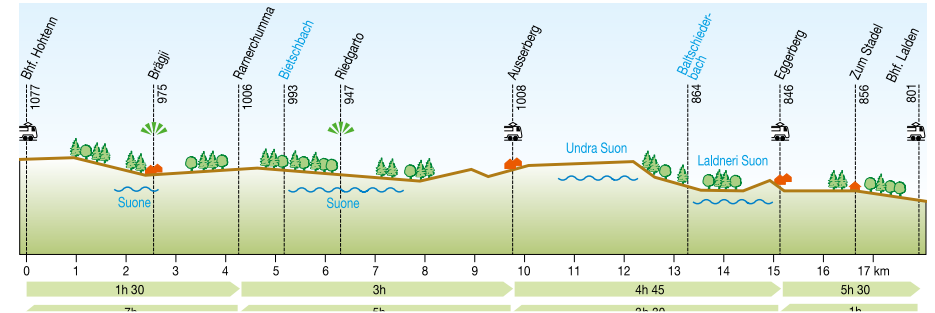
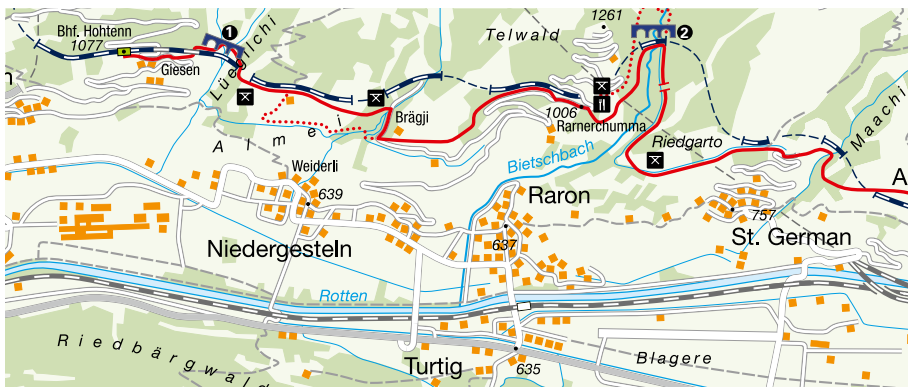
Rediscover the classic walk.



This classic high-altitude walk from Hochtenn to Lalden is full of surprises for hikers of all ages, with its constant changes from alpine to more southern vegetation. A particularly impressive feature is the water channels («Suonen») which wind along for several kilometres across steep, fissured rocks and crevasses. On the way, you also see some typical dark wood houses and impressive masterpieces of railway engineering from the early 20th century.

The high viaducts, countless tunnels and precipitous stretches of line laid across the side of the mountain are thrilling, and not only for railway enthusiasts.

The Löttschberg South Ramp follows the sunny side of the Rhonetal from Hochtenn to Lalden. There are several stations along the route, so it is easy just to walk certain sections of it. [www.bls.ch/southramp](http://www.bls.ch/southramp)

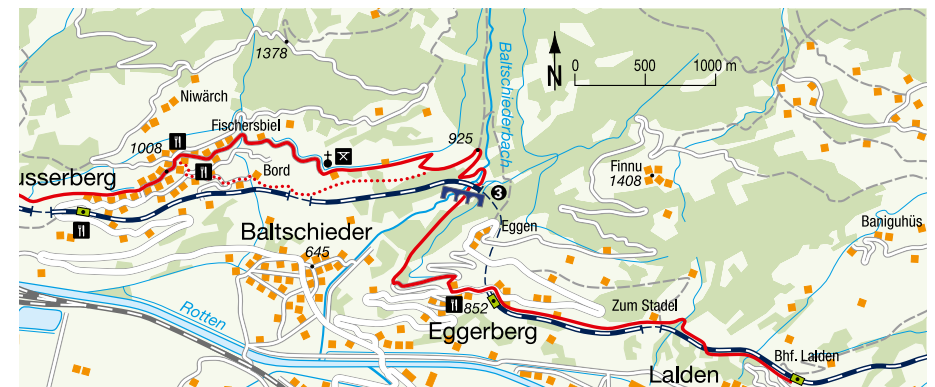


### Löttschberger South Ramp

The path is marked with yellow signposts and can be walked from March to November. In some places it follows the Löttschberg mountain route and it takes you through the Swiss Alps Jungfrau-Aletsch UNESCO World Heritage Site.

#### Key

- Footpath
- Luogelkin Viadukt
- Bietschtal Viadukt
- Baltschieder Viadukt
- Picnic area
- Catering facility
- Löttschberg mountain line
- Stations
- Chapel of Theresien



**Experience two classic railway journeys.**

Take the Lötschberger and the Golden Pass Panoramic railways through the Swiss Alps.

The round trip begins in Bern and takes you on the Lötschberger RegioExpress over the breathtaking and nearly 100 year-old Lötschberg mountain route into the Valais. As you travel via Spiez, Kandersteg and Goppenstein, you will see some stunning views. The picturesque Lake Thun, the mighty Bernese and Valais Alps, the impressive horseshoe loops round the Felsenburg and the lovely views down into the Rhonetal will be fascinating for both young and old.

From Brig, the InterRegio takes you quickly through the Rhonetal to Montreux, with its Mediterranean climate. You can enjoy a pleasant break for lunch on the Riviera of the Vaud, before continuing on the famous Golden Pass Panoramic railway.

You now leave the area around Lake Geneva and travel towards Zweisimmen. The panoramic train climbs easily up through the vineyards above Montreux and reaches the spectacular high plateau of the Pays d'Enhaut. Other famous locations such as Chateau-D'Oex and Gstaad are also to be found on this remarkable route. From Zweisimmen, you take the Lötschberger railway through the charming Simmental via Spiez and directly back to Bern.



**Travel Guide to the GoldenPass Line**

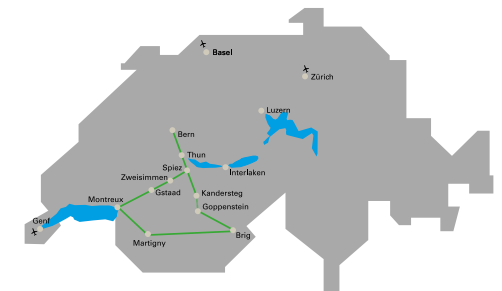
Order your free GoldenPass Travel Guide and find out lots of background information about the places along the route.

Available from [www.bls.ch/download](http://www.bls.ch/download)  
via tel. no. +41 (0)58 327 60 30



**The best itinerary departing from Bern\***

Bern dep.	8.39 hrs
Brig arr.	10.24 hrs
Brig dep.	10.28 hrs
Montreux arr.	11.53 hrs
<b>An enjoyable break in Montreux</b>	
Montreux dep.	13.45 hrs
Zweisimmen arr.	15.32 hrs
Zweisimmen dep.	15.36 hrs
Bern arr.	16.20 hrs
<b>(change in Spiez) or</b>	
Zweisimmen dep.	16.00 hrs
Bern arr.	17.20 hrs



**Seat reservation**

Make sure you have a window seat. Seats can be reserved at any staffed station in Switzerland for CHF 5.– (Lötschberger) or CHF 7.– (GoldenPass) per seat, per journey.

**VIP «Grand Vue» seats**

VIP seats on the Montreux–Zweisimmen route share the same view as the engine-driver (reservations essential). Reservations from [www.goldenpass.ch](http://www.goldenpass.ch)

You can see current prices and timetables at [www.bls.ch/roundtrip](http://www.bls.ch/roundtrip)

\*As of 2011, all rights reserved

### Excursions in the Lötschberger region

Between Bern, Brig and Zweisimmen, you can discover plenty of unspoilt scenery and almost unlimited leisure opportunities. In the Lötschberger region, there is plenty to see and do, whatever your tastes and whatever the weather.



#### Summer excursions

In summer, the Lötschberger region is a real paradise for visitors. Whether you want to take it easy or are in search of more active entertainment, you're bound to find what you want here! You might encounter ibex on a walk on the Stockhorn, while a hike in the Gasterntal to the Lötschen Pass will take you through unspoilt countryside. Alternatively, why not enjoy the views of fantastic scenery from a boat ride on Lake Thun or Lake Brienz? Culture vultures can discover all kinds of new things about the region on the themed and cultural trails, as well as in the museums. Speed merchants can go on a mountain biking tour, toboggan down the mountain or race down to the valley on a scooter.

#### Winter excursions

The Lötschberger region also has lots to offer in winter, with its many places to visit. On your skis or snowboard, you can pass through fantastic winter landscapes on perfectly prepared slopes. For families, there are great sledging runs all over the region, while winter walkers will love the walk over the historic Gemmi Pass from the Bernese Oberland into the Valais. The energetically inclined can enjoy the cross-country skiing trails in Kandersteg, or use snowshoes to hike to the best vantage points.

These are just some of the many excursions available in the beautiful and varied Lötschberger region. Find out more from the BLS Travel Centre or at [www.bls.ch/trip](http://www.bls.ch/trip)

## Driver's eye view on the Lötschberger.



«Oh, to be an engine driver...» – now you can fulfil your childhood dream. Climb aboard in Bern and watch over the driver's shoulder as he steers the train through the Aaretal to Spiez. Then the route continues over the nearly 100 year-old Lötschberg mountain route to Brig. For more information telephone +41 (0)58 327 47 14 or visit [www.bls.ch/driverscabin](http://www.bls.ch/driverscabin)

## Services



### Tickets

You can buy tickets for the Lötschberger and Golden Pass routes from railway stations in Switzerland or online at [www.sbb.ch](http://www.sbb.ch)

Swiss Travel System passes such as the Swiss Pass and Swiss Card are valid on these routes. The Bernese Oberland Regional Pass, giving free or half-price travel on the trains, buses, boats and cable-cars for 7 or 15 days, is also valid.

**More information at [www.swiss-pass.ch](http://www.swiss-pass.ch)  
[www.regiopass-berneroberland.ch](http://www.regiopass-berneroberland.ch)**



### Seat reservation

Individual travellers

You can reserve seats for the Bern–Spiez–Kandersteg–Goppenstein–Brig route at any railway station in Switzerland up to 15:00 hrs on the day before you travel. On the journey to Brig, reserved seats are at the front of the train, while for journeys towards Spiez/Bern they are at the back.

You can reserve up to 9 seats. The cost is CHF 5.– per seat, to a maximum of CHF 15.– per reservation. On the Spiez–Zweisimmen regional train it is not possible for individual travellers to reserve seats.

Groups

Seat reservations are compulsory for groups of ten people or more. Reservations can be made free of charge at any station in Switzerland and for any route. A group travel pass gives you a 20% discount on the normal price and every tenth person travels free.

**More information and online seat reservation form at [www.bls.ch/groups](http://www.bls.ch/groups)**



### Disabled passengers

The low floors of the Lötschberger trains make them easier to get in and out. In Bern, Münsingen, Thun, Spiez, Frutigen, Kandersteg, Brig and Zweisimmen, you can also request help with boarding or leaving a train by calling +41 (0)800 007 102 up to one hour before departure.

At the stations in Thun, Spiez, Frutigen, Brig, Oey-Diemtigen and Wimmis, the platforms can be accessed by ramp or lift, with no steps, and there are raised platforms. The gap between the platform and the train is about 20 cm.

**More information at [www.bls.ch/handicap](http://www.bls.ch/handicap)**



### Luggage drop-off

Luggage in Switzerland

To help you enjoy your journey on the Lötschberger unencumbered, you can check in your luggage in advance at any station office. If handed in by 19:00 hrs, then suitcases and bags will arrive no later than 9:00 hrs on the next day but one at the stations in Bern, Münsingen, Thun, Spiez, Frutigen, Kandersteg, Wiler Post, Brig or Zweisimmen.

If you have a valid ticket, luggage transport costs CHF 10.– per item.

Fast luggage delivery

If you hand your luggage in by 9:00 hrs at one of 45 selected stations in Switzerland, you will be able to collect it the same day after 18:00 hrs (a little later in some places) at the stations in Bern, Thun, Spiez, Kandersteg, Brig or Zweisimmen.

The service costs CHF 20.– per item.

**More information at [www.sbb.ch/gepaeck](http://www.sbb.ch/gepaeck)**



### Bicycle hire

In Bern, Thun, Kandersteg, Brig and Zweisimmen, you can hire bicycles at the station. We recommend booking in advance over the Internet.

**More information at [www.rent-a-bike.ch](http://www.rent-a-bike.ch)**



### Lost property service

Reporting lost property

Have you lost or forgotten something on the train? Then simply report the loss at the nearest station. The BLS is a member of the SBB lost property service, which enables a thorough search for your property to be undertaken anywhere in Switzerland. A check is made against items that have been found every day, and on the 4<sup>th</sup> and 10<sup>th</sup> day we will send you a text message, email or letter to tell you about progress with the search. You can report lost property for CHF 15.– at any station or free of charge on the Internet.

Search order

If you have lost something valuable or important on a train where there is a train conductor, or at a staffed station, the lost property service offers the option of an immediate search.

A search order costs CHF 50.– and can be requested at the station counter or by telephone (only with credit card) by calling 0900 300 300.

**More information at [www.sbb.ch/funds-service](http://www.sbb.ch/funds-service)**



### Trains with conductors/ self-checking

On the Bern–Spiez–Kandersteg–Goppenstein–Brig route, you can buy a ticket, for a surcharge of CHF 10.–, or change class with no surcharge (min. CHF 5.–) by contacting the BLS conductor on the train.

There are no conductors on the Regio between Spiez and Zweisimmen, so here self-checking applies. Passengers with no valid ticket pay a supplement of CHF 80.– (for cash payments) or CHF 100.– (where an invoice is issued).



### Staffed sales points

We are available to help you in person with any queries or services you may require at the following stations in the Lötschberger region: Bern, Münsingen, Thun, Spiez, Frutigen, Kandersteg, Brig, Wimmis and Zweisimmen. The other stops have at least a ticket machine.

### Are you pleased or disappointed?

Do you have any comments or suggestions to make about your journey on the Lötschberger? We look forward to hearing from you.

### Contact form: [www.bls.ch/echo](http://www.bls.ch/echo)

BLS AG,  
Passenger Services, Customer Feedback,  
Genfergasse 11, CH-3001 Bern  
Tel. +41 (0)58 327 31 32  
Monday to Friday, 8.00–17.30 hrs



Come alive.



Cast off.

Telephone +41 (0)58 327 48 11, [www.bls.ch/schiff](http://www.bls.ch/schiff)