



JUNGFRAUBAHN HOLDING AG

25 HOURS 2017

Part 3: In our operations



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IN OUR OPERATIONS

In our operations

25 HOURS IN OUR OPERATIONS

In order to ensure that winter sports visitors are able to enjoy perfectly prepared pistes every day, our Pistenbully drivers are on the slopes into the wee small hours. The on-call service of our power plant in Lütschental is ready for anything around the clock. During major events, our trains run outside the timetable so that helpers and athletes can get to the mountain before dawn and spectators can enjoy a perfectly organised event in comfort. Our working days are 25 hours long for our visitors and partners.

*In our operations***HEROES OF THE NIGHT**

It's 3 o'clock in the morning. The Pistenbully team is travelling over dense snow to Grindelwald-First. The snow has already started in the afternoon and there is 15 cm of fresh snow on the slopes. The men sit in their machines and drive to their assigned areas. The fresh snow is soft. The task of preparing the slopes perfectly is difficult today.

Giving the best, whatever the weather

Just as the weather forecast predicted, the snowfall slowly subsides. The Pistenbullys move track by track, and gradually the slopes become visible again. Pascal Hallauer sits in one of the powerful vehicles and hopes that the sky clears up as quickly as possible. Thus, the temperatures will fall and the slopes will become even harder before the first winter athletes make their marks. Dawn slowly approaches, night turns to day and the Pistenbully drivers finish their work. The first winter sports enthusiasts are already sitting in the gondolas and are looking forward to a perfect day in the snow-covered ski area.



Pascal Hallauer in front of his Pistenbully

"You wait until the end of the run, take the machine and start preparing your area. For me it's like freedom. At work, I experience moments that you cannot even dream about. A lot has to go wrong for me not to look forward to going to work."

In our operations

Depending on the weather, the slope preparation can be easier or trickier. With sufficient snow and cold temperatures, the slopes can be prepared as desired. However, if it gets warmer or if there is rain, it is often difficult and the slopes cannot be perfectly prepared even with the greatest effort. This is just as frustrating for the machinists as it is for the guests. If the slopes are not perfect, it is certainly not due to the will or ability of the machinists, but the fact that it is simply no longer possible in difficult weather conditions.

No normal working hours

In good weather, the slope preparation starts shortly after the last slope check. By 2 o'clock in the morning, the work is usually done. However, if fresh snow falls, the pistes are not prepared until the second half of the night, so that skiers and snowboarders encounter a well groomed slope in the morning despite the snowfall. For Pistenbully drivers, regular working hours are the exception; this only happens when the first snow falls and the area is still closed. Then the Pistenbully drivers work during the day. They drive up in the morning, break the snow and return to the valley in the evening. Once the area is open, the preparation team must be very flexible and set their work and sleeping times according to the weather forecast.



Daily work

Pistenbully fascination

Although great flexibility is required, Pascal Hallauer loves his job and describes it as extremely fascinating:

"I'm on the mountain, everyone is skiing. You wait for the slopes to close, take the machine and start to prepare your area. For me it's like freedom. Of course, I have my job to do, but actually I'm free. I have the whole mountain to myself and can enjoy the view and the vastness. At work, I experience moments that you cannot even dream about. I think of the beautiful views with sunsets or the animals that cross the path. You can probably compare this with Australian truckers. The vastness is simply the greatest. For me, working on First means freedom. A lot has to go wrong for me not to look forward to going to work. The job really gives me so much."

In our operations

Pascal Hallauer in the snow park at Grindelwald-First

"He tests the jumps that he builds with the Pistenbully himself."

Build jumps - then test them

The second great passion of the 25-year-old is skiing. He is on his skis practically every day before or after work, mostly in the park. As a Pistenbully driver, he is primarily responsible for the freestyle park. He tests the jumps he builds with the Pistenbully himself. He quickly notices what works and what does not. If necessary, the jumps in the evening are improved by the Pistenbully. Hallauer is already on his fourth winter season on First and he is still passionate about it: "Shaping a park is something you have to love doing. Sometimes you see variations or possibilities that you would not see if you treat it as just a job."

In our operations

NIGHT-TIME OPERATIONS FOR A SMOOTH RAILWAY OPERATION

Wednesday, 4 o'clock am: Work has been completed on re-feeding the overhead line at Rotstock in the Jungfrau Railway tunnel on the Kleine Scheidegg-Jungfrau route. The control centre in Mühleberg is contacted to switch the overhead line back on. Subsequently, this should be checked for functionality. The Jungfraubahn technical support staff did the necessary work during the night, so that the railway operations can be fully maintained during the day and the operation can be started as usual the next morning.

Adrian Castelberg is head of technical maintenance at Jungfrau Railway. His working day is always full of surprises. Usually, it includes a lot of office work, which is necessary for planning and organising the upcoming maintenance work. Not infrequently, the plans of the 52-year-old are thrown up in the air at short notice, however. Signal or switch breakdowns, ventilation and heating system malfunctions, or other technical equipment that does not work, make a quick repair by means of technical maintenance essential. This means that planned work must wait. In general, technical maintenance requires a high degree of flexibility.



Employees in the railway tunnel of Jungfraubahn

"Technical maintenance requires a high degree of flexibility."

In our operations

The trained mountain guide also calls upon additional specialist areas of the Jungfrau Railways to help out with his work, or in an advisory capacity – as in the case of the night-time work mentioned in the introduction. After contacting the control centre in Mühleberg, it transpired that the overhead line cannot be switched on again. Castelberg and his team immediately set off to assess any problems on site. After an intensive search without results, the electrician decided to call in the Jungfrau Railway power plant.

Nils von Allmen, head of technical systems and former head of the power plant, tried to help solve the problem by remote diagnostics on the phone, unfortunately without success. The man from Lauterbrunnen decided without further ado to drive with an employee to the Kleine Scheidegg. They were picked up there by technical maintenance and taken by train to the trouble spot. The four of them continued to search for the cause of the disturbance, which was luckily soon discovered. A bolt had fallen out of the locking system and was "hidden" behind the shelf. This had been caused by shaking during the work at night. After the bolt had been successfully reassembled and screwed back on, the overhead line could be switched on easily and the train service started punctually the next morning.

Adrian Castelberg is a trained electrician and carpenter. He also completed mountain guide training. Since some work takes place in high alpine terrain, this training gives him the ideal preparation for the activity as head of technical maintenance at the Jungfrau Railway. Castelberg appreciates his varied area of activity and is grateful that in addition to the specialists on his team, he can always count on the support of other departments at Jungfrau Railways.



Erich Friedli (l.) and Adrian Castelberg at Kleine Scheidegg

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A full-page background image showing a night scene of a mountainous region. In the foreground and middle ground, there are rugged, snow-covered mountain peaks and ridges. A small town or village is nestled in a valley, its lights glowing brightly against the dark surroundings. The sky above is a deep blue, filled with numerous stars and a few faint, wispy clouds. The overall atmosphere is serene and majestic.

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