

THE BRESCIA – ISEO – EDOLO RAILWAY

The railway line Brescia-Iseo-Edolo is 103 Km long and it winds from Brescia to Adamello through Franciacorta, after riding along the coast of the Lake Iseo and after going across the Valle Camonica.



This line was inaugurated after a lot of years of discussions and projects. The 21st of June 1885 the first train went from Iseo to Brescia via Passirano-Monterotondo. The way was 25 Km long.

Overcoming a lot of technical difficulties (about 40 tunnels to dig and hundreds of bridges and viaducts to buy) and several economic one, the line was lengthen until Edolo in 1909.

This new line was directed by SNFT (Railway and Tramway National Society).

The opening of the line gave birth to new flows of goods. These flows brought the decision in 1911 to build a new stretch between Iseo and Rovato, in order to avoid the stretch very steep via Monterotondo and allowing goods to arrive easily to the line Milano-Venezia and so the whole land.



At the same time a new junction stretch opened between Paderno and Bornato Calino. The events of the 1st World War pointed out also a military importance of this line: a lot of troop trains went up to the Valle Camonica transporting men, animals and supplies toward the front of Adamello.

Meanwhile the SNFT went on with its expansionist policy.

In 1932 the works on the line ended with the construction of the stretch Rovato-

Soncino-Cremona, inaugurated step by step (in 1914 Rovato-Soresina; in 1926 Soresina-Cremona).

In 1931 the stretch via Monterotondo closed definitively, because of the direct link via Bornato.

The 2nd World War left a mark also on our line. The heaviest damages were on the line to Cremona, but also on the line between Brescia and Edolo. In fact, for example, the bridge on the river Oglio felt down in Sonico.

At the end of the war the restoring of the Valle Camonica line was relatively short, but the link between Rovato and Cremona reopened only in 1950. In this period the SNFT left the steam traction to use the diesel one.

SNFT starts to buy material ex FS: 4 railcars group ALn 56 passed in the SNFT group as ALn 64.101÷104. This material contributed to travel faster and much comfortable. But surely the most original news is buying in 1958 a railcar (ALn 70.231) that was built by FIAT. We knew it as "Farukina" because it was similar to the railcar built for the King Faruk in Egypt.

In 1956 the line between Rovato and Cremona closed and a new bus service opened.



In the next period the renew continued with the arrival in 1960 of 4 new diesel railcars Breda, group ALn 68.111÷114. With railcars arrived 14 new wagons diesel-electric series Cne. The steam traction ended definitively.

Between '60 and '70 our line went on without problems, excluding the transport of goods. The causes were the most use road transport and the crisis of steelworks. In '80 arrived there other new railcars of the much modern group ALn 668.131÷133.

In 1987 the line started to be administrated by "Consorzio Brescia Nord" composed by Ferrovie Nord Milano, Provincia di Brescia and SNFT. Because of this change and thanks to a national contribute it was possible to complete the renewal and the arrangement of the permanent way and there were improvements in the timetable of passenger trains.



Eight new railcars ALn 668.141÷148 was brought and also new wagons Bz 80.21÷26.

In the lasts years it goes on the works for the security of the line, also all the stretch that are subject to landslides and we start to improve the security of the level crossings and to modernize the signalling and the regulation equipment.

The greatest part of these works concluded in 2008 with the renewal of many rail crossings and the protection of the rest with automatic barriers. We introduce also a centralized system that controls the circulation.

All these news permit to increase the speed on the line between Brescia and Iseo. At the beginning of 2009 ended also the revamping of the best railcars with new interiors and new outdoor paintings with the colours of the Province of Brescia.



Further good news came in the spring of 2009 with the arrival of two new trains ATR 220 of Polish production. The two new trains, with modern and elegant execution, have 150 seats, air conditioning and

represented the first step towards the modernization of the fleet of rolling stocks recently concluded in 2011 with the entry into service of eight diesel railcars complexes ATR 115 built in Switzerland by Stadler.

