

Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK
Herausgeber: Federation of Swiss Societies in the United Kingdom
Band: - (1930)
Heft: 437

Artikel: Railway electrification in Switzerland
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-689817>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. 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. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

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. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

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. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 13.08.2025

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

CHATEAU d'IF.

Who does not keep in a corner of his memory the deeds of the famous hero of whom we used to read and dream when we were young, Alexandre Dumas' Count of Monte-Cristo, for many years a prisoner at the "Château d'If?"

This old stronghold, which is more or less in ruins and has in the course of time acquired a legendary character, is now threatened with demolition. During the war, the ancient fortress, on one of the small islands outside Marseille, was a splendid observation point for the discovery of German submarines. The French government has now decided to place "a few cannon" on the island, no doubt for the purpose of establishing a secure defence for the port of Marseille. This of course cannot be done without damaging the present structure in one way or another.

Those who have been piloted by one of the many small boats, which do the short sea trip of about one hour between the "Vieux port" at the bottom of the "Cannebière" and the primitive landing stage, where you disembark (which usually means being lifted out by a sturdy Marseillais or risking to fall into the water by walking on a narrow plank), and who have been rewarded afterwards by being shown over the ruins, where the cell of the famous Count is still shown, will be sorry if another spot of historical and romantic associations is to disappear.

RAILWAY ELECTRIFICATION IN SWITZERLAND.

The introduction of electric operation of the Oerlikon-Schaffhausen section a year ago marked the conclusion of electrification of the principal sections of the Swiss Federal Railways.

The beginning dates back to 1907, when a special electric traction department was created whose duty it was to study all problems of power supply connected with a comprehensive scheme of electric traction, including the acquirement of concessions in respect of water-power. In 1913 a project was formulated for the electrification of the section between Erstfeld and Bellinzona, the system proposed being single-phase a.c. of 15,000 v. and 16 2/3 cycles. A credit of 39,000,000 francs for the construction of the stationary plant was approved in November, 1913. The first contracts had been prepared for tender on the outbreak of war, which, however, caused an interruption of all preliminary arrangements until the autumn of 1915, when it was decided again to vote credits in the construction budget for 1916 for the purpose of electrification.

A definite decision in February, 1916, in favour of the general adoption of single-phase a.c. of 16 2/3 cycles on the recommendation of the Swiss Electric Traction Investigation Commission finally made it possible in that year for preparatory steps to be taken in placing contracts. About the same time, in view of the scarcity of coal, it was decided to electrify the section Bern-Scherzigen (32km), current being drawn from the Bernese power stations, and to extend the Simplon three-phase system from Brig down the valley of the Rhone to Sitten. Electrical operation of both sections was started in July, 1919. In the meantime the coal scarcity had, in consequence of the war, become really critical, and the difficulty in procuring coal even at prices 6½ times those of pre-war made the electrification of the railways appear a political and national necessity. It was therefore decided in 1918 to electrify the whole of the railways. The programme was divided into three groups: 1, 1,128 route km. to be electrified by 1928; 2, 601 route km. to be electrified during the succeeding ten years; 3, the balance to be electrified by 1948.

By the end of 1922 306km. (single-phase) had been electrified, to which had to be added the extension of the Simplon three-phase system previously mentioned to Sitten and which included the Simplon Tunnel. From the very beginning electric traction proved its advantages. In addition, it became an urgent necessity to convert the unemployment benefits then being paid out into productive wages. In 1923, therefore, it was decided to accelerate electrification and to vary the 1918 programme so that not only those sections comprised under the first group would be electrified by the end of 1928 but also those sections which under the programme were not to be electrified before the year 1933.

The total electrified route length of the Swiss Federal railways at the present day comprises, therefore, 1,666km., which is 58.1 per cent. of the total normal-gauge network of 2,868km. Of this 1,666km. 953km. is double track and 713km. single track. Including private railways, narrow gauge, and rack railways the total length of the Swiss railway network comprises 5,485km., of which 3,418km., 62.3 per cent., is electrified at the present day. On the basis of official figures for 1927 86.5 per cent. of traffic in ton-kilometers on the Swiss Federal railways is carried on electrified sections at the present day and 84.7 per cent. of the total traffic on the whole of the Swiss railway network. These figures are far ahead of those for any other country.

One of the most striking factors in the economic aspect is the elimination of the yearly im-

EUROPEAN & GENERAL EXPRESS CO. LTD.

(Joint Managing Directors: E. Schneider-Hall & J. J. Harvey)

The Oldest Swiss Forwarding Agency in England,

Head Office—37, UPPER THAMES STREET, LONDON, E.C.4.

West End Office—15, POLAND STREET, W.1.

Forward through us to and from Switzerland your Household Furniture (in our own Lift Vans) Luggage, Private Effects, Merchandise.

REMOVALS A SPECIALITY — FAST BAGGAGE SERVICES
PERSONAL ATTENTION GUARANTEED.

That rotten cold

Think how much worry and despair it causes you; the zest of life is gone, work galls and pleasures pall. GABA tablets give instant relief, cleanse the mouth and larynx, soothe the throat and cure your trouble in the simplest and most pleasant way.

One box contains about 400 GABA tablets.



Gaba

A tin of
Gaba costs
1/-

British Distributors: Messrs. FRANCIS NEWBURY & SONS, LTD.,

31-33, Banner Street, LONDON, E.C.1.

Retail at: Mr. J. L. Roos, Drug Stores, 2, Charlotte Street, LONDON, W.1.

Mr. M. SCHLIEPLAK, 42, Charlotte Street, LONDON, W.1.

Messrs. WILCOX, JOZEAU & CO., 15, Gt. St. Andrew's Street, LONDON, W.C.2.

port of 600,000 tons of coal of a value to-day of 22,000,000 francs. In addition, of the total capital of about 674,000,000 francs provided for electrification only about one-fifth was applied to the purchase of material from abroad, the balance of 540,000,000 francs remaining in circulation in the country.

The economies are not easy to arrive at, as the steam-operated railways, with which the electrically operated have to be compared, are not in being at the same time. It has been calculated, however, that the following economies have resulted:—

	Francs.
Coal	22,200,000
Personnel	18,100,000
Water, lubricants, rent of coal wagons, maintenance in tunnels	1,600,000
Maintenance costs of locomotives	5,900,000
	47,800,000

(Reprinted from
Manchester Guardian Commercial.)

BORIS.

By MUTZ.

Tsar Boris, des Koburger's Sohn,
Ist nun seit langen Jahren schon
Nach einer Gattin begehrlieh.
Doch Politik und Religion,
Und auch der wackelige Thron,
Die Sache machen beschwerlich.
Dollaprinzessinnen hat es schon,
Die gerne trügen eine Kron,
Und fänden's nicht zu gefährlich.
Bulgaria jedoch sagt: "Nein,
Pur sang soll unsre Königin sein!"
Und die sind geworden spärlich.
"Warum," frag ich, "tut er nicht kund
Sein Herzeleid dem Völkerbund?"
Der würde gerecht ihm werden,
Denn er bezwecket, wie man sieht,
Auf all und jeglichem Gebiet
Der Menschen Glück ja auf Erden.

Twenty-three Million Watches.

It can be said without much exaggeration that Swiss watches tell the time to people the whole world over. In 1929, 23 million of these wonderful pieces of technical precision have been exported to all parts of the world. The Swiss watch-industry, separate parts included, has exported to the value of 300 million Swiss francs.

Broadcasting in Switzerland.

At the end of last year there were in Switzerland, about 94,000 wireless reception sets. The introduction of several broadcasting stations during the year 1930 will probably give a new impulse to the development of wireless.

The Fourteenth
Swiss Industries Fair

will be held at

Basle

April 26 to May 6, 1930

For Information apply to:

THE COMMERCIAL DIVISION OF
THE SWISS LEGATION,
32, Queen Anne Street, W.1.

or to:

THE SWISS BANK CORPORATION,
99, Gresham Street, E.C.2; or at Basle.Information regarding Travelling facilities may
be obtained from:THE SWISS FEDERAL RAILWAYS,
11b, Regent Street, S.W.1.

FOYER SUISSE, 15, Upper Bedford Pl., W.C.1

Swiss Girls and Ladies are cordially invited to an

AT HOME

EVERY SUNDAY FROM 3.30 P.M.

English Talks, Debates, Singing.

TEAS PROVIDED

Council of Foyer Suisse

ADVERTISE in the "SWISS OBSERVER"
It's Patriotic and it Pays!

MISCELLANEOUS ADVERTISEMENTS

Not exceeding 3 lines.—Per insertion 2/6; three insertions 5/-
Postage extra on replies addressed c/o Swiss Observer

BEDROOMS, Single and Double, to be let in high-class house near Victoria; hot and cold water.—42, Belgrave Road, S.W.1.

STUDENTS or BUSINESS PEOPLE will find a nice home in private family. (Convenient for Swiss School; near Warwick Avenue Tube, 6 or 18 Bus) at 44, Sutherland Avenue, Maida Vale. Phone Abercorn 2895 or call after 6 o'clock.

ACCOMMODATION provided for Paying Guest at Wimbledon in private family. Central position for any part of London.—Apply W.A., c/o Swiss Observer, 23, Leonard Street, London, E.C.2.