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ROUND AND ABOUT

LUTRY

After the tower-like blocks of the Mount Goulin estate which are first thing the motorist from Geneva sees on the Lausanne horizon, the next satellite group of dwellings in the Lausanne area is planned for the little lakeside town of Lutry.

Lutry, a charming old-world walled town on the way to Vevey, is in a turmoil since plans and artists' impressions of the new blocks were published recently. The project, said to be financed by a Swiss-German/German financial group, has the backing of the local authorities, but feelings are running high in the town.

The towers, housing some three thousand people, will run parallel to the main cantonal road, between it and the railway line, in the region of Lutry's Catholic chapel.

Up to now, the aims of Lutry have been to encourage the construction of villas, dotted among the vines, and it is felt that this sudden flight into suburbia will rob the region of its residential character. Moreover, the town's existing facilities for schooling will not be able to cope with a sudden influx of several hundred children, although a new modern school has just been completed.

Villa owners, who fear that their property in the region of the satellite blocks will drop rapidly in value, are in the process of organising opposition to the project, and it is said that legal advice has been taken by both sides. It remains to be seen whether this relatively unspoiled little town will be engulfed by "Greater Lausanne" or not.

BUCHS

One hundred and four passenger trains and an average of one thousand goods trains daily roll through the Swiss frontier station at Buchs on the Austrian border. To cope with the ever increasing railway traffic, large-scale improvements were started seven years ago and have resulted in an extension of the tracks from 10 miles to a total of 18 miles, while the number of switches was raised from 79 to 127. The Swiss Federal Railways have now completed a fully automatic switch-tower, which was built to replace the old switch-stand dating from 1911. Its 3,500 signalling lamps may look somewhat confusing to the layman, but the new installations are said to be as easy to handle as a mechanical toy. One man, with a 350-phase key-board at his fingertips, can direct the passage of any number of trains. Mistakes will have no effect whatever, since they are automatically corrected through a special blocking device. Buchs now possesses Switzerland's biggest automatic switch-tower.

MONTREUX

Montreux has again been selected as host for the second International Television Festival. The first event, held last May, was an unqualified success. The three component features of the Montreux event, an equipment exhibition, a technical symposium and a TV contest, were a major achievement of immeasurable value to the participants. The same three-part formula for the Festival will

be preserved next year with a slight change in dates and sequence. The Festival is now scheduled to run from 23rd April to 5th May 1962. The TV contest will be held from 23rd to 28th April. The exhibition will run from 28th April to 5th May, and the symposium from 30th April to 4th May. According to figures recently released, the exhibition last May produced sales of television equipment estimated at approximately £1,000,000. About two-thirds of this total represents electronic equipment sold by American exhibitors. The 1961 symposium was the largest conference ever held in Europe for exchange of information in the television field. Some 400 specialists from 32 countries attended the forum. The international "Golden Rose" TV Contest, which received the endorsement of the European Broadcasting Union (EBU) and the International Organisation for Radio and Television (OIRT) saw Great Britain walk off with top honours in a field of 34 entries submitted by 24 networks. Runners-up were the Italians and the Czechoslovaks. The Montreux Festival also became an instrument for an exchange of TV programmes. Networks from several countries participated in this exchange at the programme level.

BERNE

The sharp rise in the number of accidents on Swiss roads, spotlighted during the past months by the high death toll in a chain of horror accidents, is causing alarm in Berne.

Switzerland's top police chief recently broadcast a national appeal to all road users. It coincided with the release of accident statistics for the first half of the year showing a 10% increase in the number of accidents (24,400) over the same period in 1960.

There was an increase of 8.5% in the number of casualties, and 564 were killed — a 5% increase. Most of the fatal accidents were caused through excessive speed or careless overtaking.

In his appeal, Federal Councillor Ludwig von Moos, head of the Federal Department of Justice and Police, warned that the climbing statistics should not be looked on as a necessary evil of increased traffic. "The root of the trouble", he pointed out, "is a lack of respect for other road users and the want of control over impatience."

After a sharp reference to the curious onlookers who prove a hindrance at accident scenes, von Moos warned of stricter controls over licences, traffic and vehicles — and in the search for lawbreakers.

"That in itself," he concluded, "is not enough against the 'unholy' growth of road traffic. We must, without delay, do everything possible never to give the opportunity for accidents to happen."

"Every road user, including the pedestrian, should adhere strictly to road rules and warnings: think of your life, your family, your health . . . and that of others."

The Federal Councillor's warning came hard on the heels of a four-vehicle crash in which six people were killed, and a near-tragedy on the main St. Gotthard railway line.