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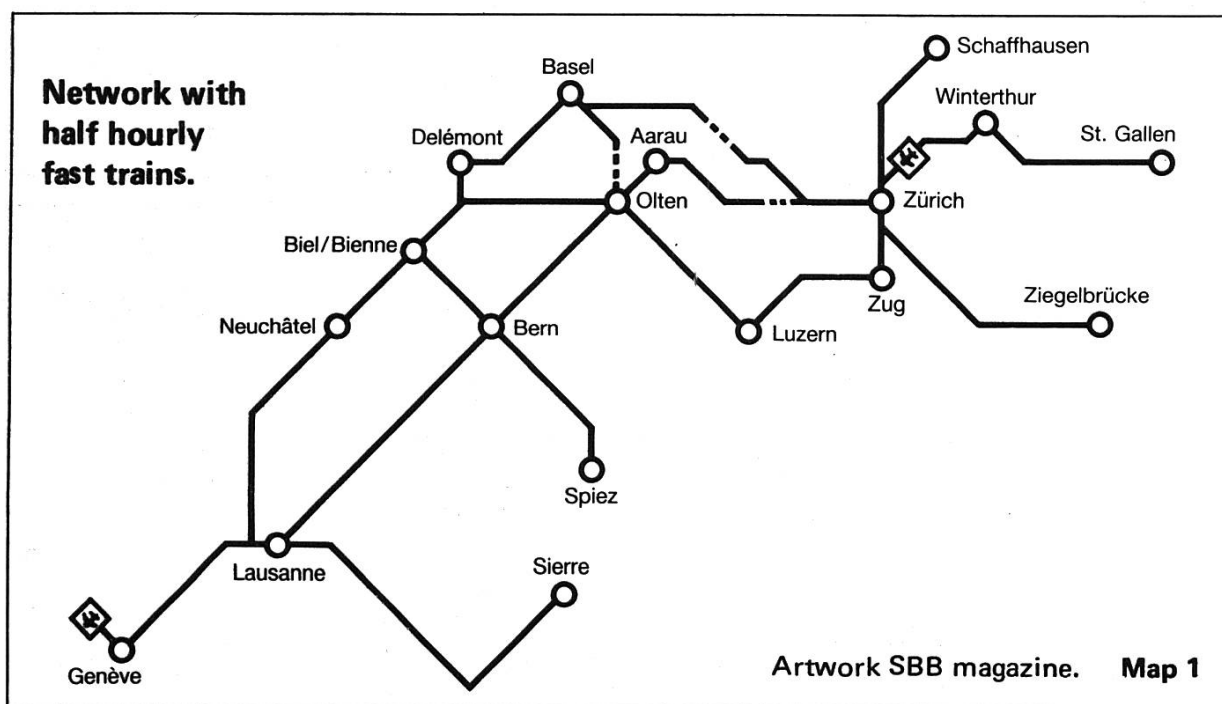
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SWISS RAIL 2000 by Geoffrey Bryson (*Source SBB magazine*)

The Federal Plan is slowly evolving for transport in Switzerland with the objectives of cutting dependence on imported petrol/oil, reducing exhaust pollution, conserving all forms of energy and cutting accidents and consequent costs. The plan cuts back on roads and increases rail usage. The road part includes a reduction in the new autoroutes, notably the new Rawyl pass (Lenk in the Berner Oberland to Sierre in the Valais) and the Fluela road tunnel in the Grisons to Untes Engadine. New regulations and tariffs are being introduced such as the Autoroute Vignette (Fr30 Tax Disc.). The Fluela road tunnel is replaced by the Vereina Rail Tunnel with car/lorry transport from Klosters to Lavin (21km to Scuol-Tarasp) for the Rhaetian Railway. The objectives of Rail 2000 are:

- (1) More frequent Intercity and Express trains. Many half-hourly with better connections with regional trains.
- (2) Faster trains up to 200km/h (125 mph).
- (3) Several new direct lines.
- (4) Better stations.
- (5) More attractive environment before, during and after the journey.



On many routes there will be dramatic improvement to the regular interval timetable schedules. The present Taktfahrplan of basic hourly intervals on Intercity and Express services is to become half hourly on most lines on the Swiss Plateau (see maps 1 and 2), with many new "through service" routes. The interval will be very frequent on seven major sections, plus regional trains in addition.

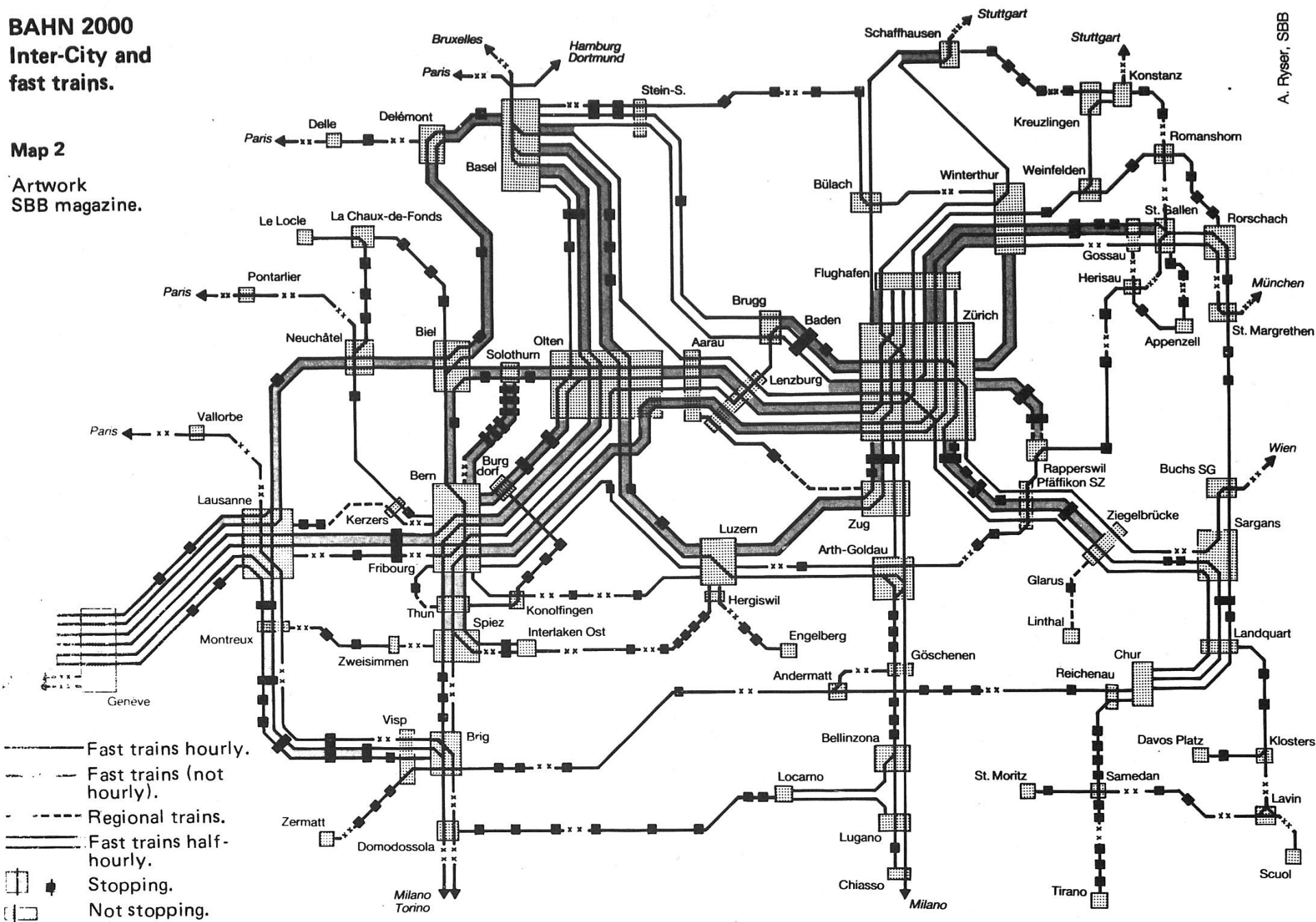
On the Lausanne-Geneve Cornavin-Geneve Aeroport service (Timetable No. 150), there will be six Express and Intercity trains in each direction with two of these stopping at Morges and Nyon. The Aeroport station opens in 1987 with almost all present arrivals at Cornavin extended (1987 also sees the introduction of the single annual timetable but with international services and bus, coach, postbus services in separate books).

The Bern-Olten service (TT450) will have eight trains each way including half hourly non-stop trains between Bern and Zurich. Olten's present eight corresponding pairs plus an hourly non-stop becomes seventeen corresponding pairs plus two corresponding

BAHN 2000 Inter-City and fast trains.

Map 2

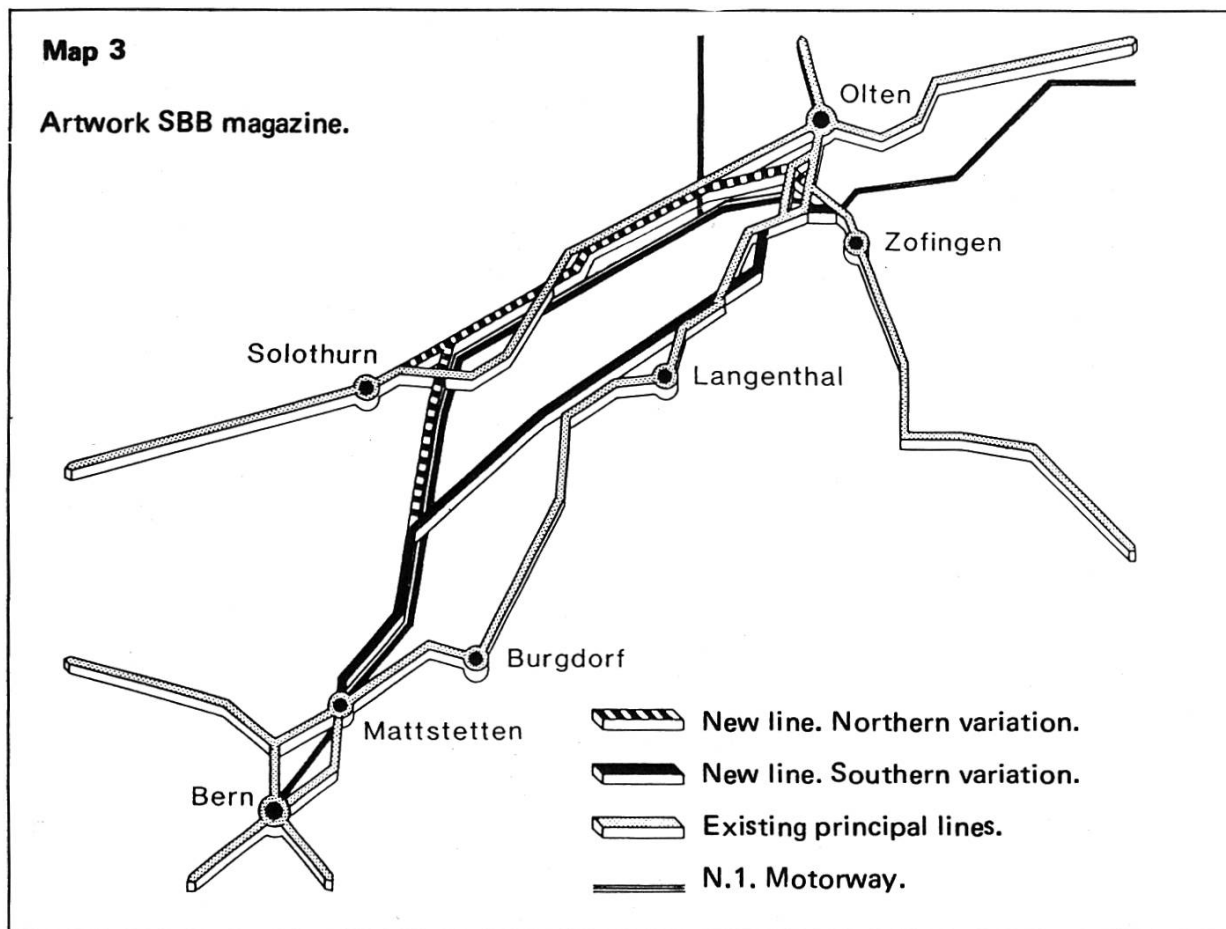
Artwork
SBB magazine.



A. Ryser, SBB

pairs of non-stop trains each hour. Six corresponding pairs will run hourly from Olten to Basel (TT500) and five corresponding pairs between Olten and Zurich via Aarau (TT650).

The lines around Zurich will be especially busy with a total of eight corresponding pairs coming in from beyond Killwangen-Spreitenbach (TT700). There will be four corresponding pairs for Zug and beyond (TT660), and four corresponding pairs for Ziegelbrücke (TT900) making eight corresponding pairs out to Thawil (TT720). There will also be eight corresponding pairs from Zurich Hauptbahnhof to Flughafen (TT750) with five corresponding pairs continuing to Winterthur with two more corresponding pairs by-passing the airport. All the above are express and intercity trains with additional regional trains which will be half-hourly on Zurich's forthcoming S-Bahn or Regional Express Railway.



Faster trains will result from many local track improvements together with new signalling. Bi-directional running will operate which is very useful when many trains converge on a city station at rapid intervals to make connections and then head out again a few minutes later - notably Zurich. The new signals will be simple 3 aspect green, yellow, red, but with the maximum speed (in 10's of KM/H) visually indicated. Intercity trains will have the 200 KM/H (125 mph) Type IV coaches. Push Pull Type 2000 locomotives, for which design work has begun, will have 4 axles weighing less than 80 tonnes and be capable of swift acceleration to 200 KM/H with seven coaches; most express trains will consist of fourteen coaches with two locomotives (one at each end). This will facilitate the introduction of new through trains that divide en route.

Four new routes will be built by the end of the century, but four other proposals in the NTF are to be abandoned at least for this century. The largest project is a new line from Olten to Mattstetten, 13 miles short of Bern (TT450) for which two variations (map 3) are proposed; a northerly line along the Olten-Solothurn railway and the N1

Autoroute, also a southerly route nearer Langenthal. Both routes provide a direct link to the direction of Luzern and the Gotthard as well as a freight route from Basel toward the Lotschberg. Northward from Olten the refurbished Hauenstein base tunnel is part of a new route to MuttENZ, five kilometres away from Basel SBB (TT500). These new routes will permit Intercity trains from Bern to reach Zurich HB, Basel SBB or Luzern in under sixty minutes at speeds up to 200 KM/H (125 mph). Close to Zurich a new route is proposed from a location near Zurich Airport to Winterthur (TT750). In Swiss Romand only the eastern part of the new line between Fribourg and Lausanne (TT250) is now to be built from Villars-sur-Glane (Fribourg 4km) to Vanderens. This leaves 31 kilometres of steep curvaceous old track to Lausanne instead of the new Lavaux tunnel route. East of Fribourg the new line from Guin to Niederwangen (Bern 6km)



Improvement of stations. Zurich Hauptbahnhof main hall 1990. Photo SBB.

has been abandoned. Likewise beyond Bern the line from Roggwil to Lenzburg (TT450) and further east a projected western approach to St.Gallen from Burglen. (4km Weinfelden) are also pigeon-holed. The four new lines to be constructed in the thirteen years from 1987 to 2000 will add 130 kilometres (4½ %) to the SBB network at a cost of Swiss Francs 2,300 million, while a further SFr 2,600 million will be invested in route adaptations for faster trains. Thus, in all, SFr 300-400 million (more than 100 million pounds) will be spent in each of the thirteen years.

Many stations will be improved with special attention to ease of movement for passengers. The construction of higher platforms will be a priority. Tunnelling work has already started on Zurich's Museumstrasse station, consisting of four platforms below the already existing platforms (15-18) of the Hauptbahnhof. Zurich HB is expected to serve fifty percent more passengers. Work also progresses at Winterthur, Geneve Cornavin, Geneve Aeroport and Luzern.

The plan offers a very interesting and exciting prospect for rail travel in Switzerland which may well see many alterations as time and the Swiss political system evolve.