

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 1 (1986-1987)  
**Heft:** 7

**Artikel:** Geneva - TPG Transports Public Genevois  
**Autor:** [s.n.]  
**DOI:** <https://doi.org/10.5169/seals-853689>

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## GENEVA - TPG TRANSPORTS PUBLICS GENEVOIS

This is the smallest of the systems, based on service route Km, but comparison by track Km or by including non revenue routes makes it larger than the Neuchatel system. The network is now reduced to a single route of 8.5 Km from its 1924 peak of over 119km when it was the largest system in Switzerland and included several extensions into France.

The remaining route, No. 12, runs from Moillesulaz, on the French border in the south east, via the City Centre to Carouge in the south. The line is principally double track with turning loops and is predominantly street running.

From Moillesulaz, adjacent to the border post and where some preserved stock is stored, the line runs along the central reservation much of the way to Chene-Bourg. Here an apparently unused 1/2km double track branch runs to the SNCF station. Chene-Bourg also possesses the only remaining stretch of single track on the route. The line continues along the central section of the wide road heading into Geneva and passes close to the terminus of the SNCF branch from Annemasse at Gare des Eaux-Vives. The station is served by a short double track branch which now appears to see only occasional use. At Rive, the eastern end of the central shopping area, there are some trackworks wired to form a reversing triangle and refuge.

The route between Rive and Bel-Air runs along the main shopping street where other traffic is restricted to East bound buses and trolleybuses. At Bel-Air the line turns south and passes through Place Neuve, impressive with its theatre, statuary and imposing park entrance. There follows a short section of full road side reservation leading to Plainpalais. This is more like a station than a tram stop with its shelters-cum-awnings and even statues of waiting passengers.

The line continues south, both tracks to one side of the road segregated by road markings or kerbstones, passing a rarely used terminal loop at Place des Augustins. The line takes the road bridge over the River Arve and enters Carouge. The character of the line changes from the wide city streets to a small suburb with narrow streets, non segregated street running and often limited clearances. Fortunately for the tram service all through traffic has been diverted along other roads. The terminus, which has sidings for storing stock between peaks, is at Place du Rondeau, notable for its pavement cafes.

The depot, at Jonction about 1 km from route 12, is shared with the bus and

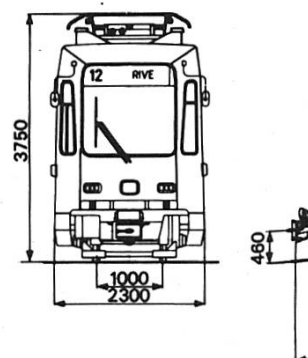
Due to the underslung floor, the transfer of passengers is easier and quicker which involves shorter stops.

### Unidirectional tramway Be 4/6

Gauge	1000 mm
Length over couplings	21 900 mm
Width	2300 mm
Distance between bogies	6500/9200 mm
Floor height at the doors' level	480 mm
Floor height at the 2 ends of the tramway	870 mm
Seating capacity	53
Standing capacity	117
Tare	27,5 t

Technical conception:

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trolleybus fleets. The line from the depot, single track with a passing loop, divides to join the main route at two points, south of Place Neuve and at Plainpalais. The departmental stock is stabled in the open across the road from the main depot building.

The timetable requires no depot journeys between the peaks, with the stock not in use being stabled at Carouge.

Work has started on a new depot, due to open in stages from 1987, at Bachet-de-Pesay for tram, bus and trolleybus fleets. The building will have an unusual double deck layout and, interestingly, have facilities for a larger tram fleet than is required for route 12. Route 12 will be extended southwards from Carouge to the vicinity of the depot. It is interesting to note that until the 1930s a branch of route 12 used to pass through Bachet-de-Pesay on its way to France.

The majority of the fleet is composed of 1950/2 vintage Swiss Standard bogie motors and trailers although, uniquely, some of the trailers were converted from ex Luzern 1947 power cars in 1969. Five 1958 Duwag single articulated cars were obtained third-hand (ex Monchengladbach and Aachen) in 1975. These cars now see very little service, in part due to clearance problems between passing Duwag cars. A Swiss built prototype articulated car, No. 741, (see drawing below and front cover photo), was delivered in January 1984 for trials which have lead to an order for 45 cars to modernise the fleet from 1987. This car features an extremely low floor, and thus step height, in the area between the outer power bogies. 741 has greatly improved accomodation but I am not sure that its capacity can match the motor + trailer sets it replaces. Following the heavy snowfall in early 1985, TPG has decided that it requires a 'proper' snowplough and one is due for delivery during 1986.

Tickets are purchased from machines at all stops in a similar fashion to other urban systems, but unlike most systems, the TPG single ticket is a one hour 'go as you please' facility. A round trip on route 12 is about possible in 1 hour !

Traffic on the route is very heavy, carrying 25% of all TPG traffic. Even with close headways, varying little throughout the day, loadings are consistently high. There is a possibility that two busy trolleybus routes may be converted to tramways around the end of the decade to form a '+' shaped network based on Bel-Air. Other more grandiose, schemes have also received careful consideration.

