

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 2 (1988-1990)
Heft: 11

Rubrik: President's report

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PRESIDENT'S REPORT

Zurich

On 27 May the Zurich S-Bahn (RTR) began full operation. Whilst the new trains had been running for several months before, the new lines only came into official use on that date.

I understand that member's interest lies mainly in the new double-deck stock, I shall be dealing with the S-Bahn in an early contribution. At this time I would like to stress two points that have been largely overlooked.

The first is the simultaneous introduction of the joint traffic venture, where all transport organisations in the Canton of Zurich are integrated. The second is the introduction of new bus feeder lines. The latter are to run on a trial basis for two to three years to gauge public acceptance.

The joint traffic venture means that now only one ticket needs to be purchased *for use on all transport systems*, the lake boats and cable cars included! The pricing policy involves a combination of zones and time validity. To give an example; if I have to do some shopping in Zurich I buy a 7-zone card with 4 hour validity. My time in Zurich is 4 hours after I purchased my ticket in Hettlingen. I can then use the single ticket as a *return ticket*. The full price of this would be SFr8.40, but with the half-tax card I only pay SFr 4.20.

There are numerous other tickets, such as a 12-trip card; the rainbow card for a specified section, or all over the Canton; the day card for SFr9.60 (with the half-tax card), which is valid for 24 hours over the entire network or the card with which you can choose a day card at your pleasure. All these cards reduce the cost to the user and they are, in addition, valid on the Zurich tramways or the Winterthur trolleybus system.

Road traffic is currently being recorded and compared with that of the year before. It appears that at several junctions traffic has appreciably diminished, in view of the sensational time saving now possible on public transport. Oerlikon-Stadelhofen is now possible in 11 minutes instead of the former 23 minutes and so on. Currently, 24 trains are in use, a further 50 identical trains are being delivered and, depending on the traffic and the development of the system, a further 100 trains are scheduled to be purchased. For these later trains, the public is being invited to suggest timetable and route amendments as well as modifications to the stock.

Lausanne

TSOL is the abbreviation for the *Tramway Sud-Ouest Lausannois*, which will begin operations on June 2nd 1991. The line starts at Lausanne Flon and proceeds in a south-western direction and then to the north to reach Renens station. Running time will be 8 minutes, no longer possible with a private car in town traffic.

Lausanne Flon, the present upper terminus of the *Lausanne Ouchy Railway* will, over the next few years, become the hub of the city's transport system. The *Lausanne Echallens Bercher (LEB)* is to be extended from Echallens over Chauderon to Flon. The *Lausanne-Ouchy* is to have a new station built under the Lausanne CFF station and the line will be extended from Flon to Hospital Centrum GHUV. By adapting the other public lines, a new integrated network is to be created. Plans are in hand to extend the TSOL to Pully and Morges.

Industry

Asea-Brown Boveri (ABB) is now, with its sister firms, the world's largest manufacturer of electrical equipment for public transport vehicles. In the new modern TRAMONT plant at Zurich-Oerlikon all types of vehicles are currently being built.

SLM is currently designing a complete rack railway system for the Far East. Licences for the new high speed bogies have been sold the world over. The first class 460 locomotives have been delivered to ABB for mounting the electrical equipment.