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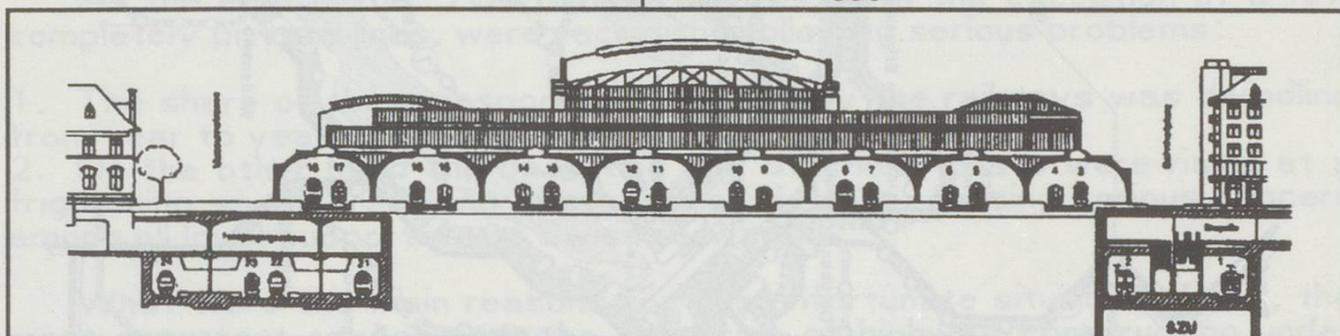
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ZÜRICH HAUPTBAHNHOF.

By G. Bryson.

At least five of Europe's great railway stations are under reconstruction and great change. In London the gateways to Europe: Liverpool St, Charing Cross and Victoria are under the builders dirt and scaffolding. Mostly for commercial development over the platforms, so too at the smaller city stations of Fenchurch St. and Cannon St. Similarly Paris Montparnasse, only twenty years old, is having more offices built over it and general improvement to cope with the TGV 'Atlantique'. Only at Zürich Hbf are the dirt, obstacles, general inconvenience and hazards to both passengers and staff solely for the eventual convenience of passengers. Talk of a new 'City' over the platforms and approach tracks at Zürich have so far come to nothing.

Zürich Hauptbahnhof. 1990



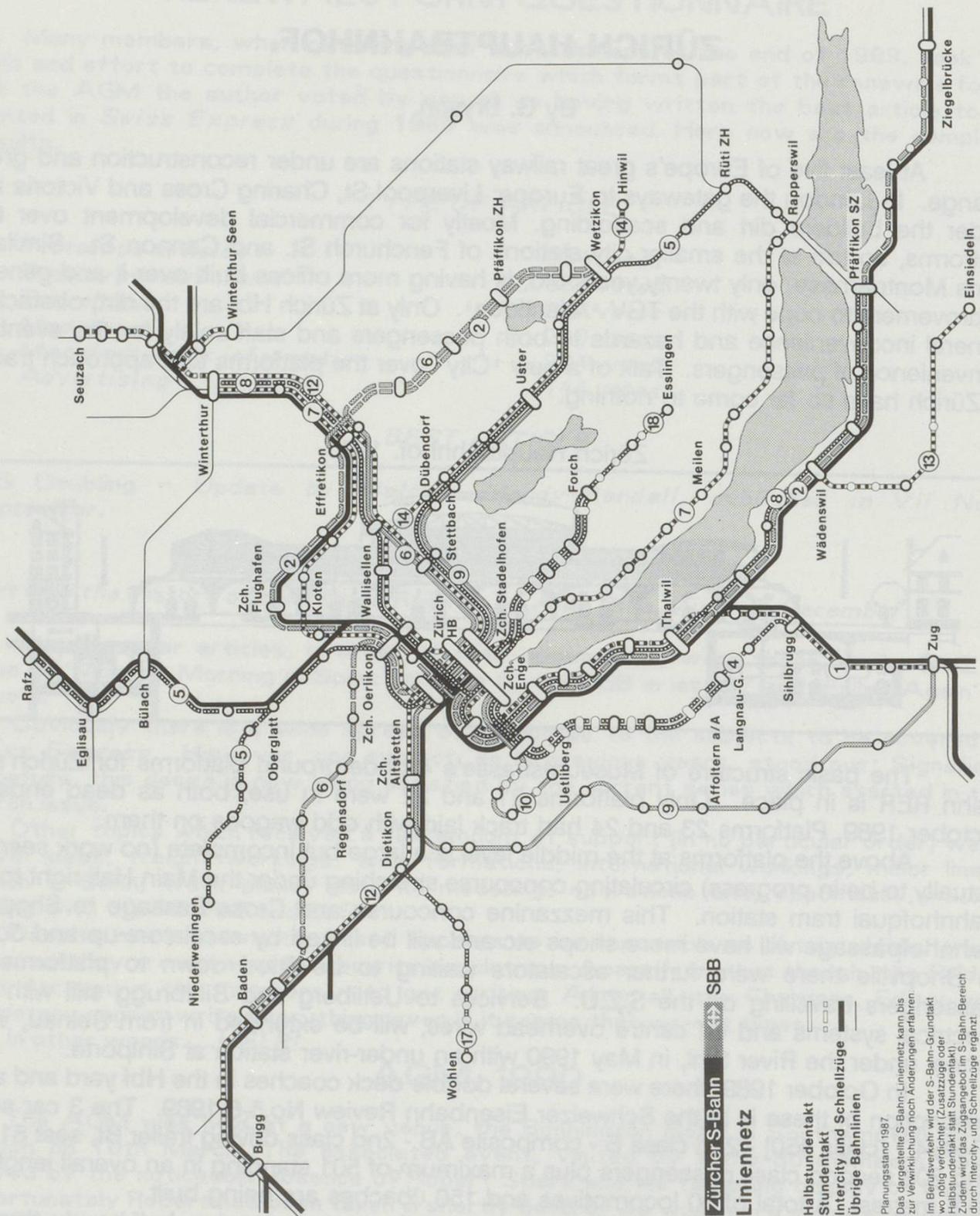
The basic structure of Museumstrasse's 4 underground platforms for Zürich's S-Bahn RER is in place. Only platforms 21 and 22 were in use, both as dead ends, in October 1989. Platforms 23 and 24 had track laid with odd wagons on them.

Above the platforms at the middle level is a large but incomplete (no work seemed actually to be in progress) circulating concourse stretching under the Main Hall right to the Bahnhofquai tram station. This mezzanine concourse and Cross Passage to Shopville Bahnhofpassage will have more shops etc and will be linked by escalators up and down. In Shopville there were further escalators waiting to be fitted down to platforms for passengers travelling on the S.Z.U. Services to Uetliberg and Sihlbrugg still with two electrical systems and off centre overhead wires, will be extended in from Selnau, via a tunnel under the River Sihl, in May 1990 with an under-river station at Sihlporte.

In October 1989, there were several double deck coaches in the Hbf yard and a full description of these is in the Schweizer Eisenbahn Review No.5-6 1989. The 3 car sets - Re4/4^V [class 450] - 2nd class B - composite AB - 2nd class driving trailer Bt, seat 81 first and 306 second class passengers plus a maximum of 501 standing in an overall length of 98.8 metres! A total of 50 locomotives and 150 coaches are being built.

The latest plans for the S-Bahn have 5 lines each running half-hourly through Hardbrücke - Museumstrasse - Stadelhofen tunnel with 4 lines continuing in tunnel as far as Stettbach. Two lines reverse in the main platforms of the Hbf as will the numerous Intercity and Schnellzug, and just two lines terminate in the Hbf plus three lines with 5 trains each per hour on the S.Z.U. platforms.

In October 1989 it was already possible to sample Museumstrasse or HB Tief and the new tunnel. I took the seat in the drivers cab of the 18:07 Mielen train while at the other platform was a Brugg/Baden Regionalzug still awaiting impatiently the Green light some ten minutes after time. However, we were away punctually down the dip and over the



crossovers from the four platform tracks that lead into two tunnels. We went into the right hand tunnel, both reversibly signalled, the down gradient continuing and then curving to the right and up into another builders yard called Stadelhofen. The two new tunnels under Zürichberg curve left towards Stettbach but were not in use. We continued through the original 1493 metre long tunnel - opened in 1894 - to Tiefenbrunnen. Here I alighted rapidly thanking the driver and ran straight across (NOT recommended) to the rear facing lobby of a purple RABe8/16 which shares the Gold Coast service. More double tracks are being planned and built on the route to Rapperswil.