

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2008)
Heft: 96

Artikel: Launching the m2 at Lausanne
Autor: Keyworth, Roger
DOI: <https://doi.org/10.5169/seals-854658>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 09.12.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

LAUNCHING THE m2 AT LAUSANNE

Roger Keyworth

Following on from the news item in the September *Swiss Express* about the official opening of the new **m2** section of the Metro, as I was on holiday in Switzerland I decided to visit Lausanne on Thursday 18th September to try and observe the ceremony.

There was no information available regarding the event at the main SBB Station. However, moving up to Lausanne Flon station I spotted a poster advertising the opening activities. This comprised a formal ceremony (that finally started an hour later than advertised) in Place de la Riponne which was to be followed by some artistic dancers later in the afternoon. These Thursday activities were followed on the Friday, Saturday and Sunday with open-air concerts featuring classical and popular music in the Place de la Riponne, Place de l'Europe and five other locations. There was free travel on the **m2** from 15.30 on the Thursday and over the whole weekend.

The formal opening was attended by over 500 people who were entertained by a Jazz Band and treated to a children's display on the stage. This was followed by the formal ribbon-cutting that took place down below on the platforms of the Place de la Riponne station with the press and invited guests making their way, eventually, up to the surface and into the "arena". Interviews then took place with the individuals who were involved with commissioning, designing



and building the project and after this the "men in-suits" were replaced by the "dancers" whom I had seen rehearsing earlier in the day.

Following the ceremony I made my way down to Flon Station

and rode on **m2** down to the main SBB Station. It is all very smart and, similar to the newer section of the Jubilee Line in London (and many other modern Metro systems), there are doors on the platform edge. The trains start very quickly indeed and this could prove to be a difficulty for some groups of people as was alluded to in the June magazine. On the day I rode they had trouble with the platform indicators where trains "disappeared" but teething troubles happen on most systems. Following the launch events I understand that it was anticipated that the full system would open towards the end of October.

Editors note. I was in Lausanne two weeks earlier than Roger. In the City Tourist Office they claimed to know little about the plans for the opening ceremony and the subsequent celebrations. Swiss efficiency does tend, in my experience, to fall apart when publicising their events. Staff in the office commented that although the railway was operational the work on the stations was known to be so far behind schedule that even the end-October opening looked to be optimistic, and that an end-November date seemed more realistic.

*In practice the **m2** opened on 27th October.*