**Zeitschrift:** Swiss express: the Swiss Railways Society journal

**Herausgeber:** Swiss Railways Society

**Band:** - (2017)

**Heft:** 129

Artikel: Bern station 1860

Autor: [s.n.]

**DOI:** https://doi.org/10.5169/seals-853870

### 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**

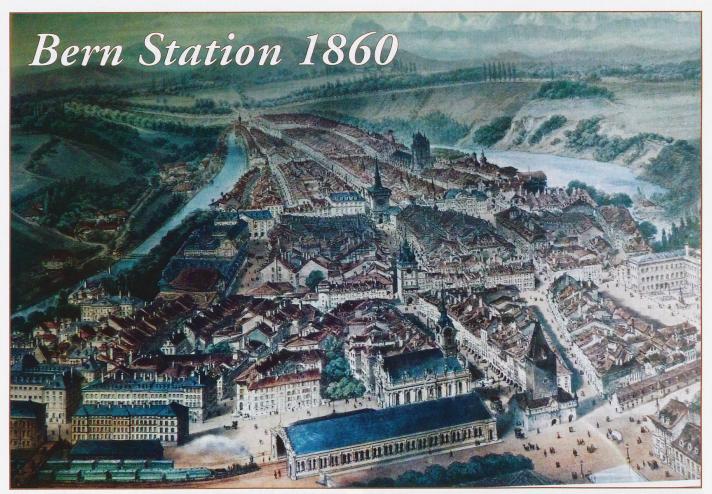
L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées 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: 21.08.2025** 

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



aving read the article in the June edition of Swiss Express that described the early railway layout on the north-eastern approaches to Bern, SRS Member Ken Rogers recalled a print that he had purchased in a charity shop in Dartmouth the previous September. This was a panorama of the city dated 1860 that showed a Swiss Central Railway (Schweizer-Centralbahn) train entering the new

terminal which was located alongside the Church that is still standing on the corner of the Bahnhofplatz. The station shown was opened in November 1858 after the great Aare ravine in Bern was bridged, allowing trains to enter the heart of the city. The area occupied by the station building illustrated on the print is now the large area that is the forecourt to today's busy Hauptbahnhof.

# Switzerland - A Different Country

### **Der Beobachter**

## Taxing a Vehicle

Il visitors to Switzerland soon become aware that motor vehicles, with just a few exceptions, are registered in individual cantons. In practice the registration number is actually allotted to the owner and it is transferred from vehicle to vehicle as the person changes them. The registrations normally consist of a two-letter abbreviation of the canton (BL - Basel Land, LU - Luzern, etc.) followed by a number. Some exceptions exist such as the prefix P for postal vehicles, or M for those belonging to the military. If the owner moves to another canton they have a 3-month tolerance to re-register the vehicle there. However you can get around the system if you own a business in another canton and register the vehicle under the company name, although doing this would probably raise other tax issues. One reason for trying to tax a vehicle in a different canton is due to the fact that each canton can set its own

vehicle tax levels. Remember that all our 26 cantons are autonomous states and these annual taxes can vary considerably. Using June 2016 figures, the tax on a 1.4 litre petrol VW Golf in Vaud costs CHF123 whereas in Jura it costs CHF582. Trade-up to a 4.0 litre diesel BMW X5 4x4 then Schwyz is the best place to live, as the tax is CHF384, move to Ticino then you pay CHF1455 in Bellinzona - live 10km away at San Vittore in Graubünden you would pay CHF809! If you run a petrol 875cc Fiat 500 then you do not pay any tax in five cantons as it has low pollution levels, yet the zero emissions electric Tesla S70 is only free of tax in six cantons, whilst Basel Stadt charges CHF1780 to own one. Some cantons offer deals to large fleet operators so there is the anomaly that Appenzell Inner has more vehicles registered there than it has inhabitants!

38 SWISS EXPRESS