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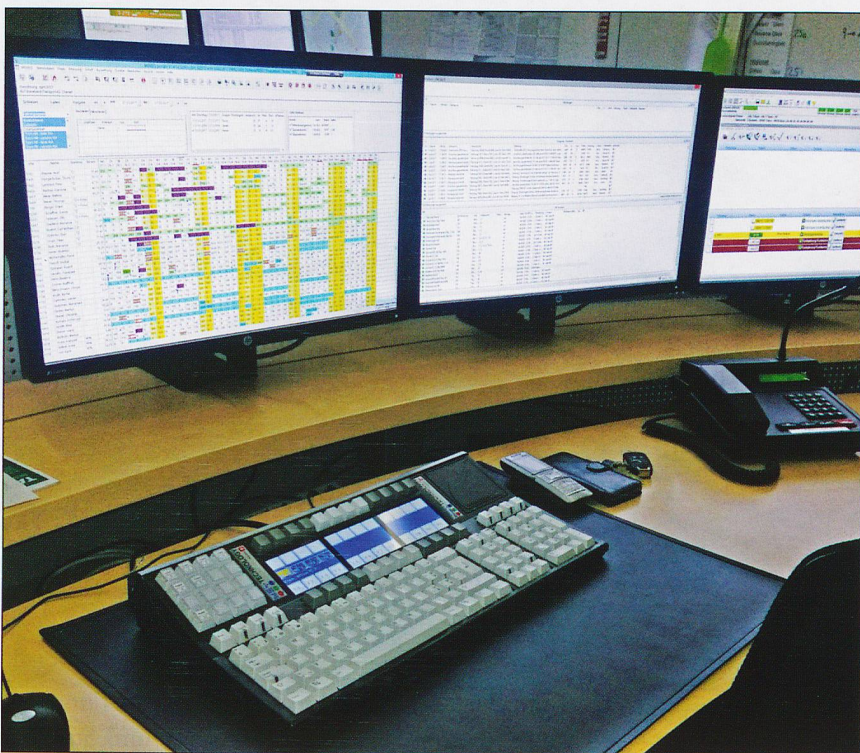
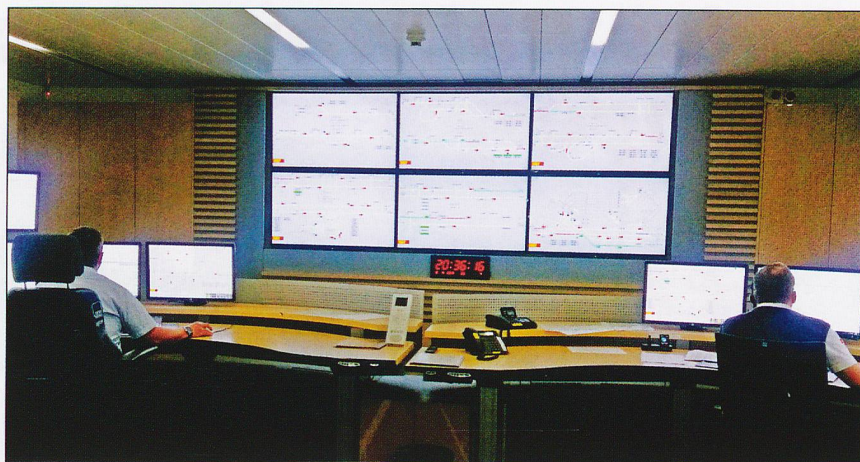
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if successful, could be fitted to its new 'Tango' trams. Undertaken in partnership with tram builder Stadler and Bosch Rail Transport, developers of the 'Tram Forward Collision Warning System', these trials will aim to adapt proven car industry technology to assist tram drivers to recognise and react to potentially critical situations in the face of increasing levels of road traffic. The Warning System uses both video cameras and radar sensors to detect the speed and distance of moving traffic as well as any stationary object in the path of the tram. The first phase of the trial will see the system simply giving an appropriate warning to the driver. If this proves to be successful the next stage will see the equipment automatically apply the brakes in the event of an emergency, although the driver will have the option of overriding the system.

The once rural railway from my home village is now a remarkably different operation from when I first encountered it in the late 1960s. As a frequent user of Line 10 I know how my journey is conducted and protected, but in fact, I take it for granted. Sometimes, though, I still think of the heroics of almost 50-years ago. 🇨🇭



BOTH ABOVE: Control centre during an evening visit.

LEFT: Trams awaiting entry into service during evening visit to Hüsli Depot.

Where's Heidi?

Question?

At which station do you get welcomed in a variety of languages? 🇨🇭

Answer on page 48.





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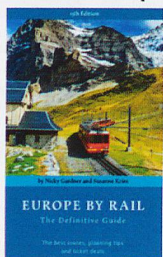
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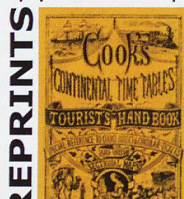
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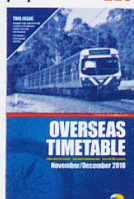
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Where's Heidi?

Answer

The words are on the back wall of the dark cavern that is Zermatt MGB station, not at an airport. 