

Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK
Herausgeber: Federation of Swiss Societies in the United Kingdom
Band: - (1942)
Heft: 1000

Artikel: French-Swiss frontier traffic
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-687703>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. 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. [Siehe Rechtliche Hinweise.](#)

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. [Voir Informations légales.](#)

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. [See Legal notice.](#)

Download PDF: 14.03.2025

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

hörden ausbeutete. Es zeigte sich in Zürich aber auch, dass zufolge der wachsenden Notlage, infolge von Rationierung, Teuerung u.s.w. allerhand Unzufriedenheit besteht, welche sich nun im Parteirahmen des Landesrings sammelt, weil hier dem offiziellen Kurs und den Behörden am heftigsten Opposition gemacht wird. In jedem Fall sieht sich die klassische Oppositionspartei, die Sozialdemokratie, einer gefährlichen Konkurrenz auf dem ureigensten Boden und Einbrüchen in die Arbeiterfront gegenüber, die allen Anstürmen der bürgerlichen Parteien versagt blieben. Als Ganzes gesehen haben die Zürcher Wahlen fast Demonstrationscharakter, wobei diese Demonstration sich zum guten Teil allerdings gegen Tatsachen und Zustände wendet, für die weder die Behörden noch die Parteien eine Schuld tragen.

Nicht abwegig erscheint dabei die Frage, ob die Zürcher Wahlen nicht auch als neues Symptom für einen politisch-parteilichen Umbildungsprozess zu bewerten sind, der der Schweiz der Nachkriegszeit ein neues Gesicht geben wird. Wenn im Zeitabschnitt der Blockade und Gegenblockade und der Autarkie, wie sie in diesem Ausmass noch nie da war, der ökonomische Status der Schweiz aufs stärkste in Mitleidenschaft gezogen wird, sollte da nicht auch eine jener politischen Anpassungen im Gang sein, die in Wechselwirkung mit der wirtschaftlichen Entwicklung stehen und die nur deswegen weniger auffallen, weil sie sich nicht eruptiv und in Stössen, sondern durch innere Umgestaltung der Parteien und des Partegefüges vollziehen?

Immerhin, voreilig dürfen Schlüsse aus den markanten Zürcher Wahlen nicht gezogen werden. Zürich ist ein besonderer Sektor des Landes, das so viele verschiedene Perspektiven in allen Landesteilen aufweist, dass nur schwer allgemein wertvolle Urteile abgegeben werden können.

FRENCH-SWISS FRONTIER TRAFFIC.

(*"Modern Transport," 25th April, 1942.*)

The occupation of France brought about vital changes in French-Swiss frontier traffic, and we analyse here the situation in four frontier stations as it appears to be at present. While passenger traffic to Germany is possible in all the three directions served by the Badische Bahnhof (German station) at Basle, there is no passenger traffic on the former Alsace-Lorraine line from Basle (Bundesbahnhof) to St. Louis. Over this line only through goods traffic is running, but the French crews are not allowed to work into Swiss territory. They work only as far as the border station, St. Louis, where German locomotives with German personnel take the through goods trains into Basle to hand them over to the Swiss Federal Railways. Although there is no through connection for passenger traffic between former Alsace-Lorraine and Switzerland, the Alsace-Lorraine railways, which were taken over partly by the Karlsruhe division and partly by the Saarbrücken division of the German State Railway, provide a few express and slow passenger trains for internal purposes, but it is stated that these train services are few and far between.

The former French-Swiss frontier at Delle is closed; Swiss trains from Delemont operate only as far as Boncourt, the last Swiss station before reaching

Delle. The southern distant and home signal of Delle are on Swiss territory, as is also a level crossing where the southern loop line of the French station ends. On the west side of the track, which runs into Delle through a cutting, is the road, which is blocked with barbed wire. Nobody is allowed to approach closer than 100 metres to the frontier. In order to be on the safe side, the Germans have dismantled the crossover at the southern end of Delle station so that the Alsatian engine drivers, who operate a service once a day between Delle and Montbéliard, are not tempted to run through to Switzerland.

Traffic on the line, 16.2 kilometres long, from Porrentruy viâ Bonfol to Pfefferhaus in Alsace stops now at the border station of Bonfol. There is only one railcar service per day on the Swiss side from Porrentruy to Bonfol, as all traffic between Bonfol and Pfefferhouse has been stopped. This route, although built as a secondary line, used at one time to handle a considerable goods traffic between Switzerland and Alsace-Lorraine.

Trains on the 53 kilometres long route from Neuchâtel to Les Verrieres-Suisse and Pontarlier line, which is at present electrified on the Swiss side from Neuchâtel to Les Verrieres-Suisse, run at present only as far as Les Verrieres-Suisse. This line never carried a very heavy transit traffic as most of the international traffic, including the Simplon-Orient express, used to run viâ Vallorbe. Les Verrieres-Suisse is now a dead-end as far as Swiss-French traffic is concerned, as there is no through traffic to Pontarlier. The southern distant and home signal of the first French station, les Verrieres-de-Joux, are on Swiss territory and about 15 metres north of the frontier is the southern crossover of the French station. The track between the frontier and this crossover has been taken up by the Germans. On the west side of the railway line runs the road and near the frontier is the Swiss customs' house. The first Swiss restaurant is so near the frontier that its door can be reached only through barbed wire! Nobody is allowed to cross the border, which is hermetically sealed between two good neighbours of former times. When it opens again, the Swiss Federal Railways will operate from Neuchâtel to Les Verrieres-Suisse with electric traction, and it remains to be seen whether the French will run steam trains over the steep gradient as far as Les Verrieres-Suisse, or the Swiss Federal Railways will operate with its remaining steam locomotives the section between Les Verrieres-Suisse and Pontarlier, a distance of 13 kilometres.

LETTER BOX.

A. S. — Yes, we have seen the references in English dailies about cattle to the value of over £300,000 having been destroyed through gas during army manoeuvres. So far we have not seen the matter mentioned in the Swiss papers in our possession but the following in "The Times," April 18th, from the Geneva correspondent may throw some light on the incident: Eighteen months ago, during exercises by Swiss troops on pasture land in the Canton of Uri, some gas was released. Cattle which have since been allowed to graze over the area which was gassed have been stricken with illness, and two-thirds of them — as many as 7,000 head — have had to be slaughtered.

It has been found that all the plants in the area had been infected by the gas down to the roots, and the pastures are being transformed into arable land. (See "News at Random.")