

Zeitschrift: Swiss express : the Swiss Railways Society journal

Herausgeber: Swiss Railways Society

Band: - (2014)

Heft: 120

Artikel: Vereniging Spoorgroep Zwitserland : Ron Smith reports on the Dutch equivalent of our Society

Autor: Smith, Ron

DOI: <https://doi.org/10.5169/seals-854173>

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: 30.03.2025

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



Durchmesserlinie Zürich

Robert Amstutz gives his first impressions of the new facility

1. A train entering from Hardbrücke. 2. The shopping level. 3. The upper level 4. View in the direction of Oerlikon/Winterthur. The track rises slightly along the length of the platform before plunging into the tunnel. All Photos: Robert Amstutz

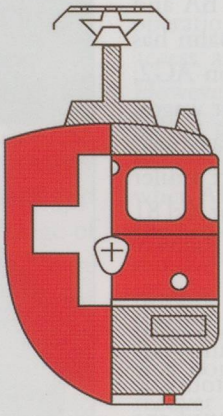
On June 15th the SBB opened the new underground platforms at Zürich Hauptbahnhof. These are an integral part of the “Durchmesserlinie” project and will enable trains to-and-from Winterthur to serve Zürich HB without need for reversal. Initially, the station is only served by the S2, S8 and S14 Zürich S-Bahn services giving four operations per hour in each direction. Later in the year, when additional construction work

is complete, express passenger trains will use these platforms. The new addition to the Hauptbahnhof is well-lit, the platforms are wider than in the existing S-Bahn underground station in anticipation of the passenger volumes which will use them. There are numerous staircases, escalators and lifts all allowing easy access to the upper levels of Zürich HB.

Vereniging Spoorgroep Zwitserland

Ron Smith reports on the Dutch equivalent of our Society

We are not alone! The SRS is not the only Swiss Railways Society – there is a very active society in The Netherlands, the Vereniging Spoorgroep Zwitserland – the VSZ. This has been going for 32-years, and currently has around 175 members. Like the SRS there is a central committee (of six) and regional groups (five). It is the regional groups who are the most active, and who attend local shows with model layouts and “fly the flag” to make the VSZ more well known, and to attract new members. Layouts are also exhibited at foreign shows, such as Dortmund (a 5-day show with 100,000 visitors – quite an undertaking for the VSZ volunteers to man the stand) and they would like to attend more UK shows. With members spread all around the country, although naturally with a concentration in the densely populated Randstad area (Amsterdam/Hague/Rotterdam) there is no central model layout, so each area group maintains their own – with suitable premises being the perennial problem to which we can all relate! Like the SRS, the membership tends to be the more mature person, and there is always concern to attract younger members. They



publish a quarterly full colour A4 magazine, the “Signalglocke” (signal bell). VSZ members are quite active; one has developed a database App for all of Switzerland to help the members navigate around on every railway line. So far, the VSZ has not developed a range of sales items as the SRS has, but they do have one item for sale, which they have arranged for the SRS to offer to our members. This is a 180-min. duration, 2-DVD set, featuring trains on the Gotthard route. This was filmed over four days in 2011 by a group of VSZ members (nine in all, using five cameras) in perfect summer weather. A lot of planning clearly went into the operation. The cameras were placed so that the same train could be filmed from different locations as it passed that particular area, and the use of mobile phones made sure that the cameramen knew exactly what and when to expect. The result of this tremendous team effort is a great record of all the wide variety of traffic to be seen, which will all change when the base tunnel opens in 2017. This small but dynamic group also arrange other ad-hoc tours and visits, and we wish them all success in the future.