

# Questions SBB

## Network structure

- How did the structure of the Swiss rail system arise?  
*We can't answer this question. Basically the network grew historically, the details you have to look up in the literature*
- How you determine future connections?  
*The BAV (Translator's note: BAV is "Bundesamt für Verkehr" means "Swiss Ministry for Traffic") published the planning process on the Internet. There the planning process is quite well visible.*  
<http://www.bav.admin.ch/fabi/index.html?lang=de>
- Is it the best possible one/Is the structure in change?  
*Of course we try to optimize the use of the trains and the network continuously. For this also look at the BAV link.*
- What are its advantages and disadvantages?  
*The schedule is the most important criteria for our customers, insofar offering improvements are central. This can be read in the demand which is noticeable rising when attractive improvements are made (essential is the frequency and the travel time)*
- How is the capacity of a line/connection raised? More frequent trains or longer trains (More people per train)?  
*It depends. If the route allows it, the train is made as long as possible. All platforms where the train stops have to be long enough. As additional action additional trains are added during the rush hour. We do this for example between Zürich and Bern, where factual a quarter hour tact is offered. Alternatively the rolling stock can be optimised. On routes with little space, rolling stock with high capacity is used. If all these actions don't suffice, an extension is required. Look at Link from BAV.*
- Does a network with high peaks of load require different network structures than a network with constant load?  
*It depends on the situation. This can't be answered so easy*
- What are the critical nodes of the Swiss train system?  
*Look at the BAV link.*

## Resilience

- What are the system countermeasures against delays/cancellations?  
*It depends on the reason of the delay. There is a reserve in the timetable with which the delays can be made up??????? Besides there are standing reserve trains at several nodes which can be used in case of a "strong" delay. These trains are immediately ready to use and are used if disturbance endangers the stability of the timetable.*