



# Infrastruct

## CampusBahn

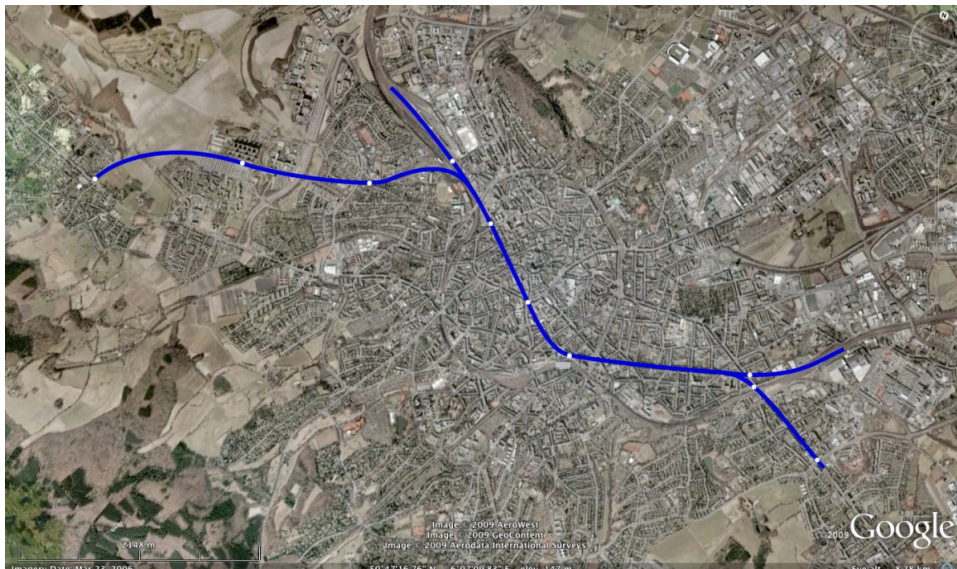
### Updated: Three-line tram network in Aachen

August 23, 2010 | [infrastruct](#) | [Aachen](#), [CampusBahn](#), [tram](#) | [Leave a comment](#)  
 Updated, to include the CampusBahn tram project: **Three-line tram network in Aachen**  
 (<https://infrastruct.wordpress.com/2009/11/17/three-line-tram-network-in-aachen/>).

### Three-line tram network in Aachen

November 17, 2009October 7, 2010 | [infrastruct](#) | [Aachen](#), [Brand](#), [CampusBahn](#), [tram](#), [Vaals](#) | [Leave a comment](#)  
 This proposed tram network for Aachen complements the proposed [urban-regional metro Aachen](#)  
 (<https://infrastruct.wordpress.com/2008/05/26/urban-regional-metro-aachen/>) (S-Bahn Aachen). It generally uses the routes of the  
 former [Aachen tram network](#) ([http://de.wikipedia.org/wiki/Straßenbahn\\_Aachen](http://de.wikipedia.org/wiki/Straßenbahn_Aachen)), which finally closed in 1974.

**Click to enlarge:** *the proposed regional metro lines in central Aachen, with Vaals branch...*



(<https://infrastruct.files.wordpress.com/2008/05/aachen-core.jpg>)

Reopening of tram lines in Aachen has been an issue in local politics for some years. Until recently, that was seen in the context of [Euregiobahn](#) (<http://www.euregiobahn-aachen.de/>) services. The initiative *STADTBahn-jetzt!* proposed its [extension to central Aachen](#) ([http://www.stadtbahn-jetzt.de/euregio/ac\\_von\\_innen.htm](http://www.stadtbahn-jetzt.de/euregio/ac_von_innen.htm)), with dual-system or diesel vehicles. The lines proposed here are urban tram lines, and not compatible with the Euregiobahn vehicles (or its low frequency).

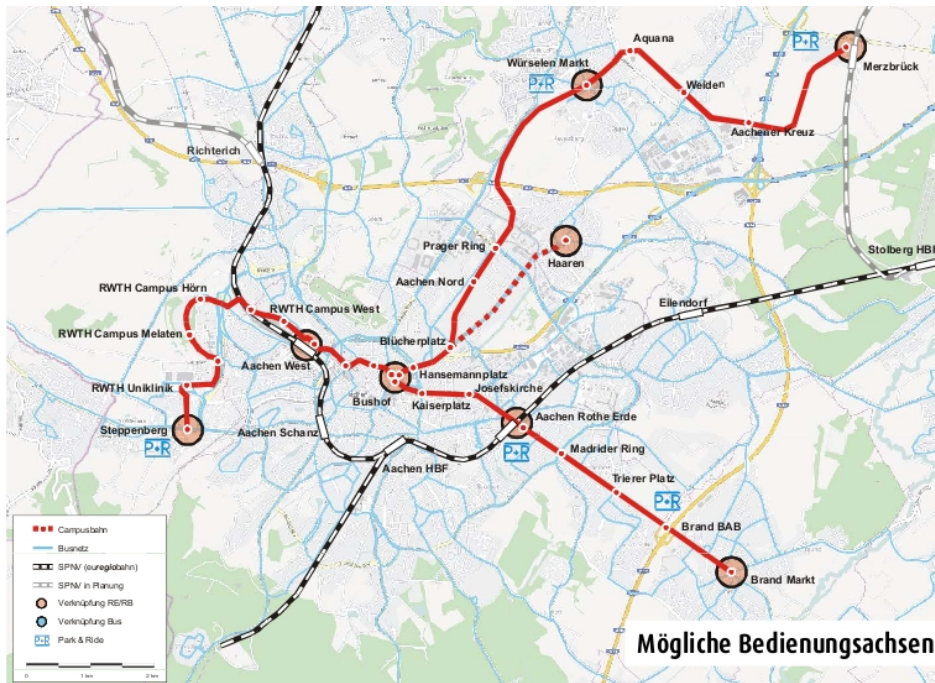
More recently the *Initiative AC-Bahn* presented a plan for a 2-line tram network ([http://www.vcd.org/aachen/ac-bahn/ac-bahn-broschuere\\_230509.pdf](http://www.vcd.org/aachen/ac-bahn/ac-bahn-broschuere_230509.pdf)) (central line with 4 branches). Three are identical to lines proposed here, which is inevitable since they are former tram routes. The other is a new tram alignment to the Melaten campus of the RWTH (<http://www.rwth-aachen.de/go/id/hi/>) (Aachen Technical University). The campus will be expanded with a science park, and a second campus built ([http://www.knowlinx.eu/fileadmin/KNLX/content/redakteure/downloadpublic/RWTH\\_Aachen\\_Campus.pdf](http://www.knowlinx.eu/fileadmin/KNLX/content/redakteure/downloadpublic/RWTH_Aachen_Campus.pdf)) on the old Aachen freight station. The RWTH also retains its city-centre buildings. It initially supported a people-mover to link the three zones, the **CampusBahn** project. However, as the city's press release ([http://www.aachen.de/de/archiv/archiv\\_stadt\\_buerger/archiv\\_politik\\_verwaltung/archiv\\_pressemitteilungen/campusbahn.html](http://www.aachen.de/de/archiv/archiv_stadt_buerger/archiv_politik_verwaltung/archiv_pressemitteilungen/campusbahn.html)), explains:

*Ein People-Mover-System hätte zwar die entsprechenden Leistungskapazitäten, hier sind jedoch die sehr hohen Investitions- und Betriebskosten nicht tragbar.*

So it was downgraded to a tram. The press release calls it a 'Stadtbahn', but the detailed studies ([http://www.knowlinx.eu/fileadmin/KNLX/content/redakteure/downloadpublic/Studies/Praesentation\\_MS\\_CampusBahn\\_181209.pdf](http://www.knowlinx.eu/fileadmin/KNLX/content/redakteure/downloadpublic/Studies/Praesentation_MS_CampusBahn_181209.pdf)) show a tram (Strassenbahn).

The Aachener Verkehrsverbund (<http://www.avv.de/>) (AVV) now proposes extensions of the CampusBahn, from the city centre. Again they are almost identical to the *Initiative AC-Bahn* proposals: these are old tram lines, and the old rail alignment to Würselen.

**The AVV proposals for extension of the CampusBahn line...**



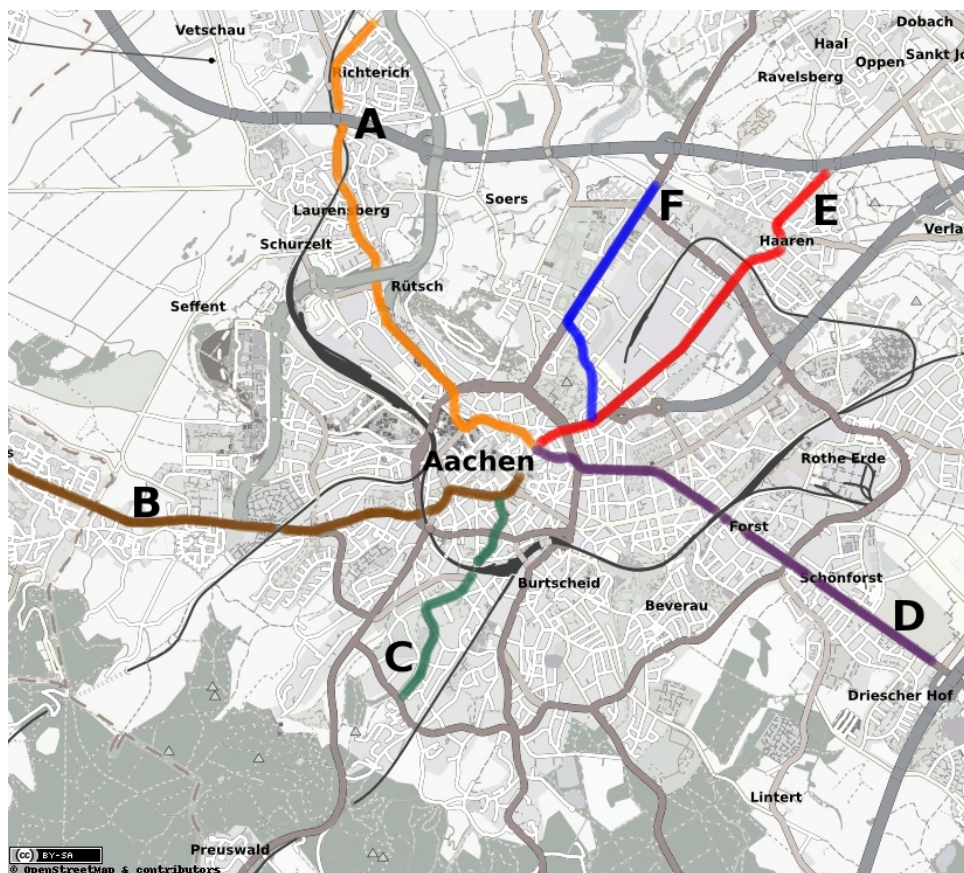
(<https://infrastruct.files.wordpress.com/2009/11/avv-campusbahn.jpg>)

The CampusBahn line is not included in the tram proposals here, because the proposed S-Bahn Aachen (<https://infrastruct.wordpress.com/2008/05/26/urban-regional-metro-aachen/>) includes a new line to Vaals, via the Melaten campus. The station would be at the Klinikum (academic hospital), at the south end of the large campus, and it would not exclude an additional tram line. The officially planned CampusBahn *might* run into the city centre, and it *might* be extended. However it is not conceived as a *network*, and that is what is proposed here.

The proposed tram network would consist of 6 radial branches outside the city centre, operated as 3 lines. They would follow historic main roads out of the city, which take their name from their destination. One line would run north-west to south-east, from Roermonder Strasse to Trierer Strasse (A to D). Other branches would run on the Vaalser Strasse (B), the Jülicher Strasse (E), and the Krefelder Strasse (F). Only the line to Colynshof (C) would not use a major exit road: it would leave the city centre via Mozartstrasse. Branch B and C would be linked to E and F, but the best combination depends on traffic flows.

**Click to enlarge...**





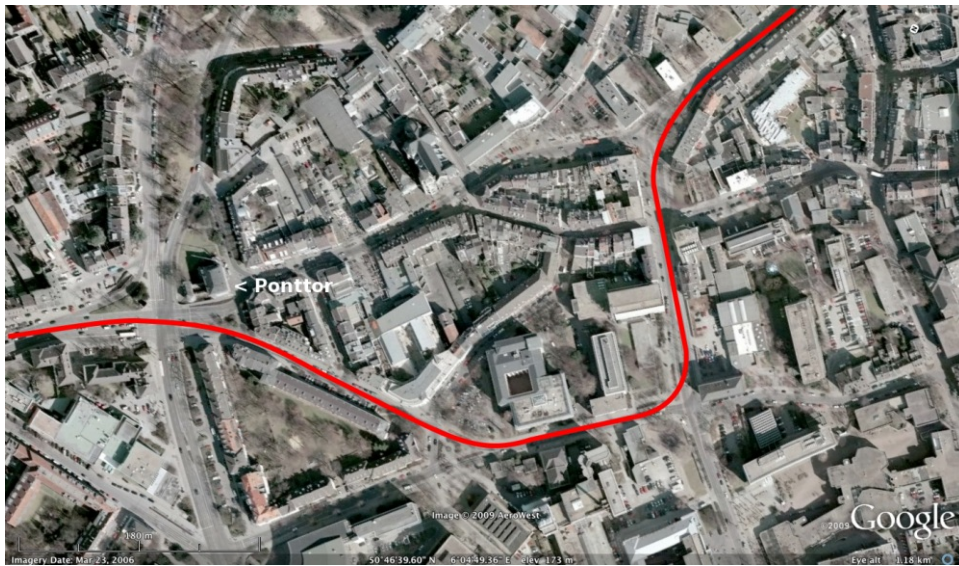
(<https://infrastruct.files.wordpress.com/2009/11/3trams-aachen.jpg>).

The main problem for trams in Aachen, is the steep gradients on some streets – the city is located at the edge of the Eifel mountains. For instance, the alignment Sandkaulstrasse – Krefelder Strasse is a logical route out of the centre, but probably too steep for trams. An alternative is an existing bus route (34, 51) to the Krefelder Strasse, via the Passstrasse.

Another alternative for a line along the Krefelder Strasse, is a tram line along the old rail line from Aachen-Nord – Jülich ([http://de.wikipedia.org/wiki/Bahnstrecke\\_Aachen\\_Nord-Jülich](http://de.wikipedia.org/wiki/Bahnstrecke_Aachen_Nord-Jülich)), at least as far as Würselen. Part of the line is in use as an industrial siding: a tram line would not prevent that, but it would be incompatible with regional rail services on the remaining section, to Jülich itself. (The AC-Bahn proposal includes an unspecified connection from this rail line, to the tram network).

In the city centre there would be two alignments, crossing at the existing bus station (Bushof). The line from the Roermonder Strasse would run via the Malteserstrasse and Wüllnerstrasse, to avoid the narrow Pontstrasse and the old city gate (Ponttor (<http://commondatastorage.googleapis.com/static.panoramio.com/photos/original/7246285.jpg>)). Via Hirschgraben and and Seilgraben, it would reach the bus station. (This alignment is compatible with the CampusBahn line, which enters the centre via Intzestrasse and Wüllnerstrasse).

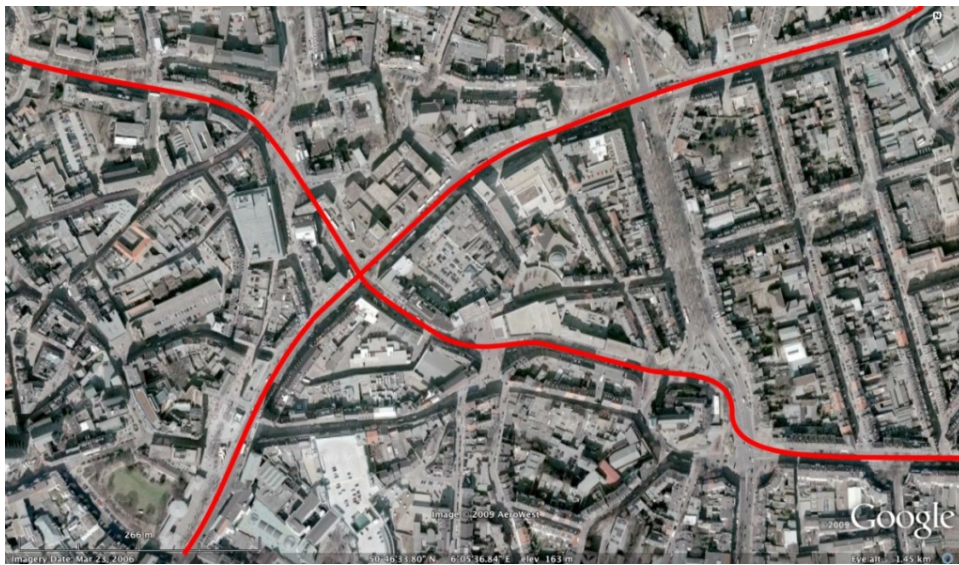
**Click to enlarge...**



(<https://infrastruct.files.wordpress.com/2009/11/pont-tor.jpg>)

The tram would leave the centre via the Stiftstrasse, crossing a pedestrianised zone, and then passing the Adalbert church. The other line in the centre would run via Kapuzinergraben and Peterstrasse.

**Click to enlarge...**



(<https://infrastruct.files.wordpress.com/2009/11/bushof.jpg>)

The alignment from Kapuzinergraben to Colynshof, via Goethestrasse and Kaiser Friedrich Allee, is relatively level (it partly follows a stream). This is a former tram route anyway. The line to Vaals would run via Alexianergraben, Löhergraben and Karlsgraben, and then make a right-angle turn into the Lochnerstrasse. Like the old tram line, this alignment avoids the steep gradient at the beginning of Vaalser Strasse, especially under the railway bridge.

The line from the Adalbert-Kirche would continue along Adalbertsteinweg, and then Triererstrasse. This road begins to rise after Rothe Erde station: over the whole route the gradient is about 2%, but it is locally steeper. Nevertheless, the old tram line ran all the way to Brand, and so does the line proposed by AC-Bahn.

Eulersweg is the logical terminus for the line along the Krefelder Strasse, at the edge of the continuous built-up area and just before the Autobahn A4. The line via Jülicher Strasse would end in the centre of the village of Haaren, or again at the A4.

Apart from local gradients, there are no major technical or planning issues for this tram network in Aachen. The streets are wide enough, and no major new infrastructure is required. Another possible line, along the west side of the city centre (Wilhelmstrasse) and via Burtscheid to Steinebrück, would raise planning issues. This is a former tram route (<http://www.aachen->

[burtscheid.de/tram/linie3\\_13.htm](http://burtscheid.de/tram/linie3_13.htm)), but the Burtscheider Markt and Kapellenstrasse are now pedestrianised (<http://static.panoramio.com/photos/original/25475284.jpg>) (and gentrified), so there would be local opposition to the return of the tram.

Aachen once had 11 radial tram lines ([http://de.wikipedia.org/wiki/Straßenbahn\\_Aachen](http://de.wikipedia.org/wiki/Straßenbahn_Aachen)) (and a trolleybus line). They ran along *all* the main roads out of the city. There is clearly great potential for expansion, from the basic network suggested here.

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