

# Entangled

## Transportation

Master Thesis Semester FS2024  
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Dolderbahn  
Zürich

<b>Römerhof</b> nach <b>Waldhaus</b> und zurück	Berg- fahrt  Tal- fahrt
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**80 Rp.**  
107601

Dolderbahn  
Zürich

**Römerhof**  
nach  
**Waldhaus**  
  
Bergfahrt

**60 Rp.**  
134201

Dolderbahn  
Zürich

**Waldhaus**  
nach  
**Römerhof**  
  
Talfahrt

**40 Rp.**  
01201

Dolderbahn  
Zürich

Bergfahrt-Teilstrecke  
und  
Bergfahrt Kinder

**30 Rp.**  
113201

Dolderbahn  
Zürich

**Waldhaus  
Römerhof**  
oder  
**eine Teilstrecke**  
  
Kinder

**20 Rp.**  
02201

Dolderbahn  
Zürich

<b>Römerhof</b> nach <b>Hotel oder Sportplatz</b> und zurück	Berg- fahrt	S A
	Tal- fahrt	A S

**Fr. 1.20**  
47001

Dolderbahn  
Zürich

**Römerhof**  
nach  
**Grand Hotel  
oder Sportplatz**  
Bergfahrt

S  
  
Auto

**80 Rp.**  
10301

Dolderbahn  
Zürich

<b>Grand Hotel oder Sportplatz</b> nach <b>Römerhof</b> Talfahrt	Auto  S
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**70 Rp.**  
023701

Dolderbahn  
Zürich

**Waldhaus**  
nach  
**Grand Hotel  
und Sportplatz**  
Talfahrt oder  
Bergfahrt

**40 Rp.**  
109301

61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60

**Dolderbahn AG, Zürich**

**Unpersönliches Abonnement**      N<sup>o</sup> 22404

**Fr. 8.—**      80 ganze Felder

Entwertung	<b>Sellbahn</b>			<b>Autobus</b>	
	Berg	Tal	Teilst.	Berg	Tal
Erwachsene	4	3	2	3	2
Kinder	2	1	1	2	1

Bitte offen vorweisen

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40



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## Vision & Journey : The Cable Car Römerhof - Waldhaus

To truly comprehend the significance of the Dolderbahn, one must delve into the thoughts and vision which guided Heinrich Hürlimann from 1880 to 1910. His journey commenced with the Pfauen project, where he established an economic institution followed by the construction of a concert hall and the Flora Theatre, forming a vast complex comprising five buildings, today recognized as the Schauspielhaus. Following the success of this venture, H.H. acquired substantial land along Rämi- and Hottingerstrasse. Subsequently, he turned his attention to the old Dolder region, continuing his expansion of land speculation with the vision of transforming it into a haven for rejuvenation and recreation.

To fulfill his wish of creating an escape at the top of the Adlisberg, transportation was a key element

to overcome the steep incline into the distant world.

The introduction of the cable railway 'Dolderbahn', authorized by the federal council, marked a significant development. Operating under the collaboration 'Kurhaus und Wildpark Dolder-Hottingen mit Seilbahn Römerhof-Dolder', it provided direct transportation from Römerhof to Dolder, easing the 100-meter ascent for visitors. At the cable railway's summit, H.H. envisioned a 'Waldhaus' and a park within the Adlisberg forest, intended as a destination for schools, associations, and societies. Remarkably, all these projects were completed within a short timeframe, spanning from 1894 to mid-1895.



## Vision & Journey : The Grand Hotel

Just one year after successfully completing a series of ambitious projects, Heinrich Hürlimann embarked on yet another endeavor to elevate the Dolder complex further. This new project, the Grand Hotel Dolder, broke ground in March 1897 and achieved its grand opening in December of the same year.

Designed by Jacques Gros, who had also played a pivotal role in earlier ventures such as the Waldhaus and the accompanying cable car station, the Grand Hotel Dolder was strategically oriented along a south-facing axis. This positioning afforded guests breathtaking panoramic vistas encompassing the city of Zürich, its shimmering lake, and the majestic Alps in the distance. Notably, upon its completion, the Grand Hotel Dolder claimed the title of the largest Swiss wood-style building in Zürich, often referred to as 'Laubsägearchitektur', a designation it still holds to this day.

In realizing his vision for the Dolder, H.H. sought to

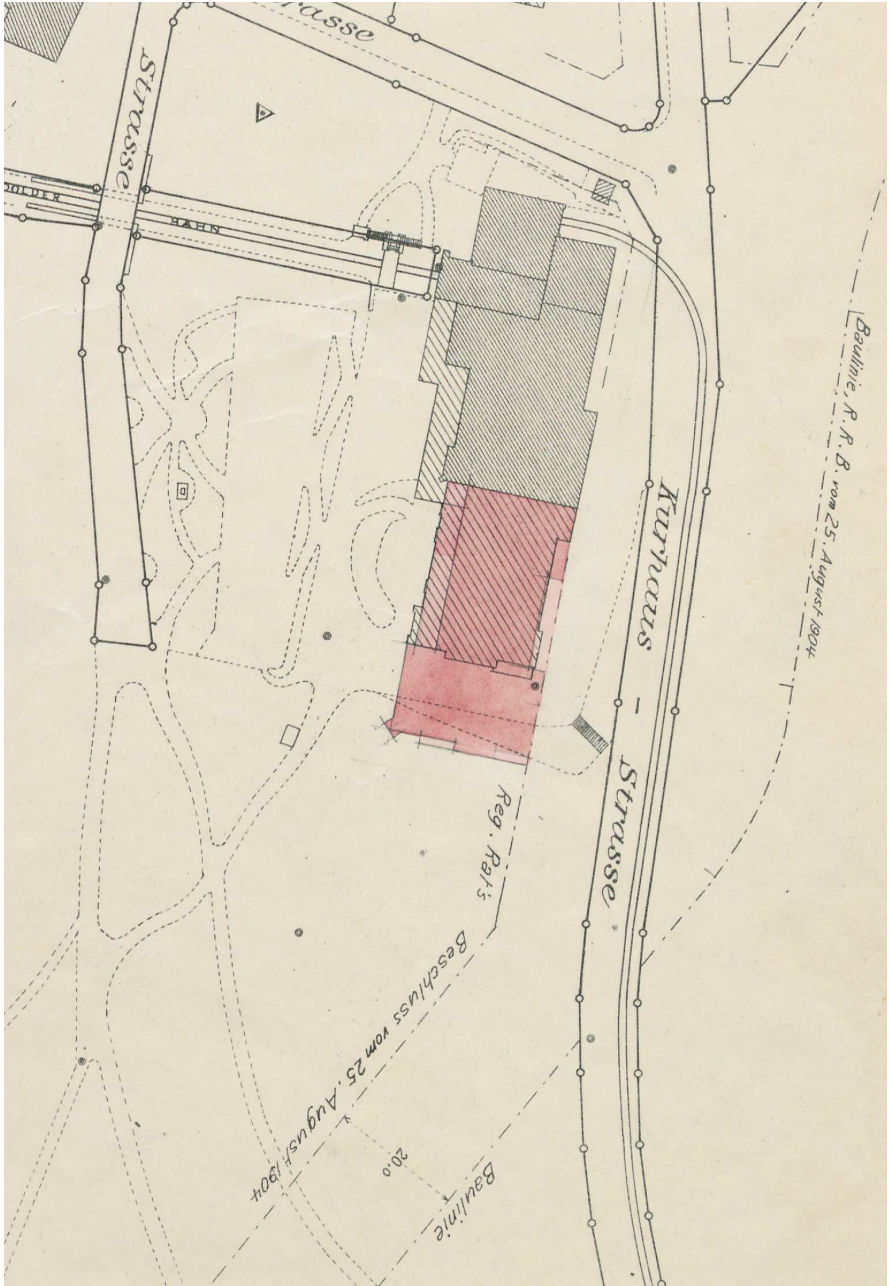
underscore the significance of the Dolderbahn by enhancing its prominence. The bottom station was accentuated with a grand edifice, symbolizing the gateway to the Dolder complex. This imposing structure, crowned by a sizable dome, remains a prominent landmark at the Römerhof, retaining its strong association with the Dolderbahn through the years.

However, as time progressed, modifications were made to Heinrich Hürlimann's original vision. In 1972, the Waldhaus underwent demolition, only to be reincarnated in 1975 as a tower structure, deviating from its original typology. Concurrently, the Dolderbahn transitioned from a cable car to a cogwheel system, extending its reach into the forest and terminating just behind the Grand Hotel. Speaking of which, the Grand Hotel itself underwent a transformative phase with significant expansions from 2002 to 2008, further enhancing its stature and amenities.











Srassentram:  
Waldhaus - Grand Hotel Dolder

During a distinct era predating the automobile's widespread popularity, a significant event unfolded on July 5th, 1899, marking the introduction of the Doldertram to the idyllic landscape adorned with forests and hotels. This private transportation system, operated by Dolder AG, operated independently of Zurich's existing public transportation network, yet employed similar tram mechanics. During its operational stint, it held the distinction of being the city's shortest and most picturesque tram route, offering passengers sweeping views of the cityscape and the serene lake below.

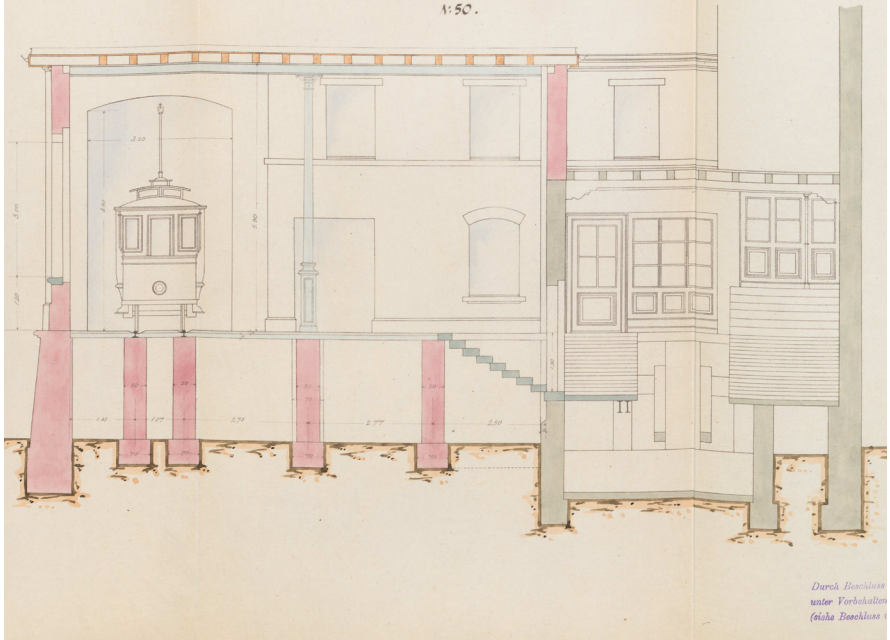
The seamless integration of the tram with the cable car was facilitated by an extension depot located at Waldhaus, adjacent to the Dolderbahn's at the time, final station. Initially, from 1899 to 1915, both the tram line and the hotel operated exclusively during the summer months. However, in 1916, operations expanded year-round. By 1919, plans were

in motion to extend the cable car to the Grand Hotel, spirited by the annual losses incurred by the Dolder AG due to the tram line, which ranged from 1,500 to 25,000 Swiss Francs (equivalent to 16,500 to 280,000 Francs today).

The implementation of an insurance brake in 1922, regulating the tram's speed limit, allowed for single-operator tram operation, thereby reducing operational expenses. However, by 1930, when track system refurbishments were due, the decision was made to discontinue the tram system altogether. It was replaced by an autobus, offering enhanced flexibility and the ability to reach destinations such as the ice rink and wave pool which were built a some decades later. The Doldertram made its final journey on December 31st, 1930, having served 25,451 customers in 1899 and 54,208 in 1930.

Dolderbahn  
Schnitt durch die neue Einsteighalle:

1:50.







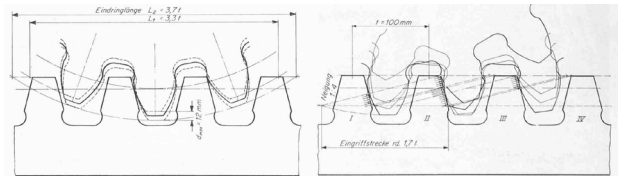
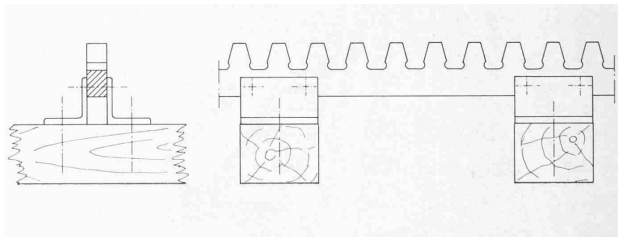
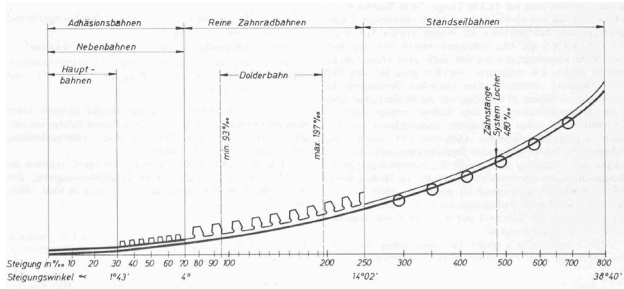
Autobus:

Waldhaus - Grand Hotel Dolder - Kunsteisbahn

Originally, there were plans to replace the tram line with a new autobus ring line passing through the Fluntern church. However, due to the narrow and steep roads of the time, this proved unfeasible. Nonetheless, the autobus line found an alternative route, extending from the Waldhaus through the Grand Hotel Dolder to the Ice Rink, nestled deeper into the forest. However, there was a noticeable lack of passengers, particularly for journeys to the sporting facilities. Over time, the frequency of bus rides dwindled, and during the off-season, the bus seemed largely unused.

In 1957, a single bus ride up the hill cost 45 Rappen, while the descent was priced at 35 Rappen, totaling 70 Rappen for a round trip.

In 1972, when the Dolderbahn was temporarily out of service for retrofitting, the autobus became the sole means of ascending the Adlisberg.



## Retrofit & Extension The Cogwheel

The first Dolderbahn, which debuted in 1895, marked a significant milestone in transportation history. Initially, the system was designed as a cable railway, primarily tasked with facilitating ascents of up to 100 meters. This pioneering system relied on a winding drum mechanism situated at the top station, responsible for either hauling the carriage upward or assisting its descent. Such a setup is characteristic of funicular railways, especially necessary when the incline exceeds 250 ‰.

However, the landscape of the Dolder underwent transformations over the years. In 1972, the original Waldhaus underwent demolition, leading to a brief period of inactivity for the Dolderbahn. During this pause, the railway underwent a substantial upgrade. The top station was relocated further into the forest, positioned behind the Grand Hotel and in proximity to attractions such as the ice rink

and wave pool nestled deeper within the forest giving it a total height incline of 160 meters. As part of this modernization effort, the transportation system transitioned to a cogwheel mechanism. This adaptation allowed for greater flexibility in aligning the railway route with the terrain, eliminating the necessity for the passing loop to be precisely centered on the railway line. Additionally, it paved the way for single-car operation and, later on, the potential expansion for automatic operation.

Remarkably, these extensive changes were implemented within the span of a single year. By 1973, the revamped transportation system was once again operational, ready to serve visitors to the Dolder with enhanced efficiency and functionality.





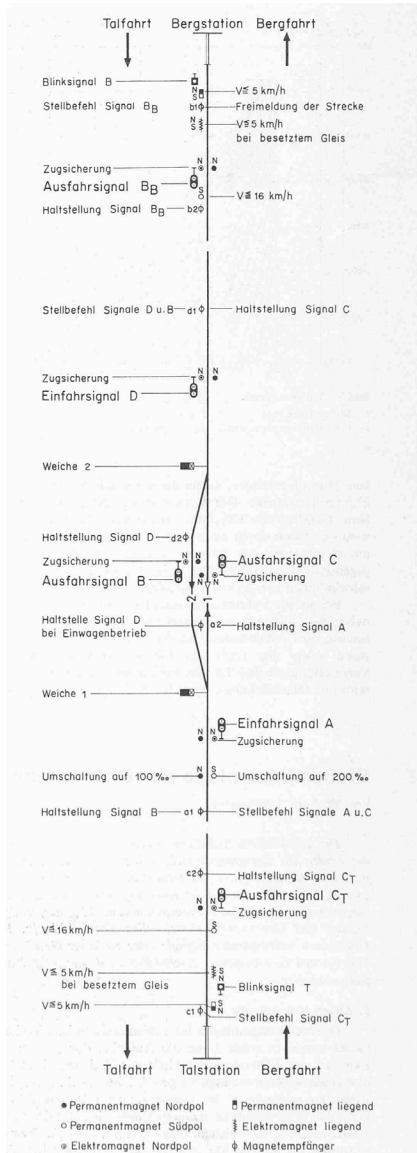


The railway ascending from the Römerhof to the Waldhaus serves not only as a transportation channel but also as a defining feature within its surroundings. Acting as both an artery and a boundary, it exerts a profound influence on the landscape, infrastructure, and architecture in its vicinity.

This structure has left an indelible mark on the area, reshaping it significantly. In addition to providing passage, the railway has demanded the construction of bridges to maintain connections and the excavation of a canal. Architecture and landscape in the vicinity has been tailored to accommodate the railway and its terminus, designed to accommodate arriving guests and house the wagons.

Following its renovation in 1973, another bridge was erected to

span the street, creating an entry into the forest, while the new Waldhaus was crafted to integrate with and complement the railway station in an expressive language. Beyond these tangible alterations, the railway has had a myriad of other influences on its surroundings, shaping the local economy, community dynamics, and cultural identity.







## Retrofit & Extension In Perspective

From the Valley station the palace at Römerhof to the Grand Hotel, the original vision of creating a sanctuary away from the city, immersed in nature and leisure, remains present. This highlights Heinrich Hürlimann's visionary pursuit to completely transform the Dolder area, also known as the Zürichberg region.

Initially, the land spanning from Römerhof to the Waldhaus belonged to H.H., who gradually sold parcels to fellow associates within the association responsible for overseeing the entire estate, thus giving rise to a landscape of villas.

In today's world (2024), the Zürichberg hill is synonymous with opulent living, exorbitant real estate prices, and an elite community, epitomized by the distinguished guests of the Grand Hotel. To the average individual, this world may seem distant and unimaginable. Despite the Dolderbahn traversing through

this realm with various stops along the hill, it appears that there are only three main stops:

- The base - Römerhof
- The midpoint - Waldhaus
- The summit
- Dolder Forest + Ice rink

While many local residents rely on their cars for transportation, the Dolder Grand offers a complimentary shuttle service to and from the city center for its guests. Consequently, the Dolderbahn primarily caters to individuals seeking access to the forest, ice rink, or wave pool, as well as to residents benefiting from the interim use of the Waldhaus, slated to be transformed into luxury apartments in the near future. Nevertheless, the primary objective of the Dolderbahn remains to transport users into the realm of recreation and leisure.

# **DOLDER**

## **EISBAHN**

# **Eröffnung**

**Samstag, 2. Oktober 1965, 9.00 Uhr**

+ **Eisfläche 6000 m<sup>2</sup>**

**Tägliche Betriebszeiten ununterbrochen**

**werktags 9.00—22.30 Uhr**

**sonntags 9.00—19.00 Uhr**

**Profitieren Sie von den vorteilhaften un-  
persönlichen Eislaufabonnements.**

**Erhältlich in den Sporthäusern Fritsch & Och  
sowie Bally Jeunesse Bellevueplatz, Jelmoli  
und Dolder-Eisbahn.**

**Vermietung von Hockey- und Kunstlauf-  
schlittschuhen.**

**Eislauf-Unterricht vom Anfänger bis zur  
Spitzenklasse, 5 Trainer, 2 Restaurants,  
grosser Parkplatz.**

**Mit der Dolderbahn direkte Zufahrt zur  
Eisbahn.**









