

# The Crystal Panoramic Express

Autor(en): [s.n.]

Objektyp: **Article**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): **3 (1991-1993)**

Heft 12

PDF erstellt am: **11.09.2024**

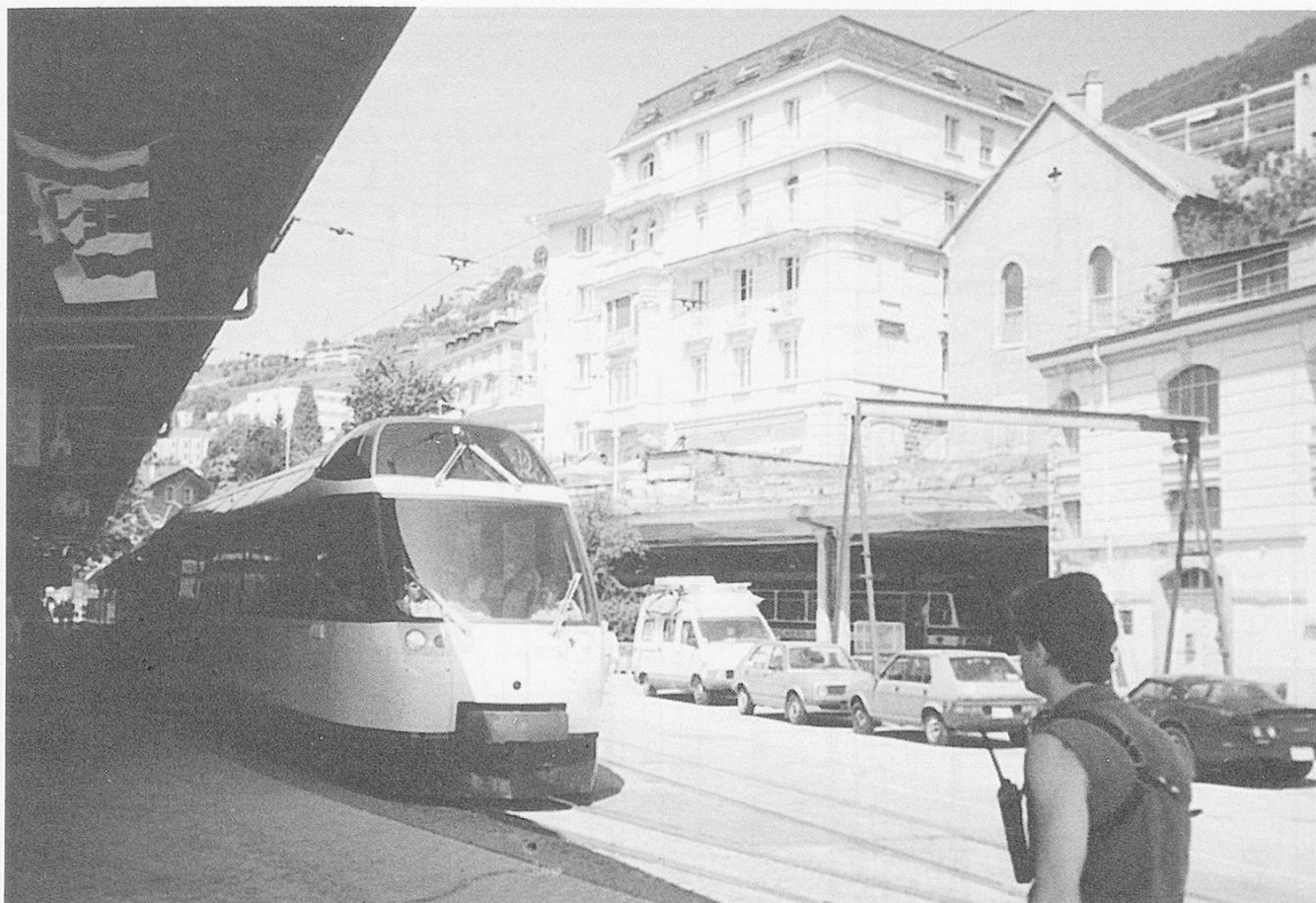
Persistenter Link: <https://doi.org/10.5169/seals-855262>

## **Nutzungsbedingungen**

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

## **Haftungsausschluss**

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.



The 09:00 *Crystal Panoramic Express* leaving Montreux, 5 August 1993 :Photo Dave Greenly

## The Crystal Panoramic Express

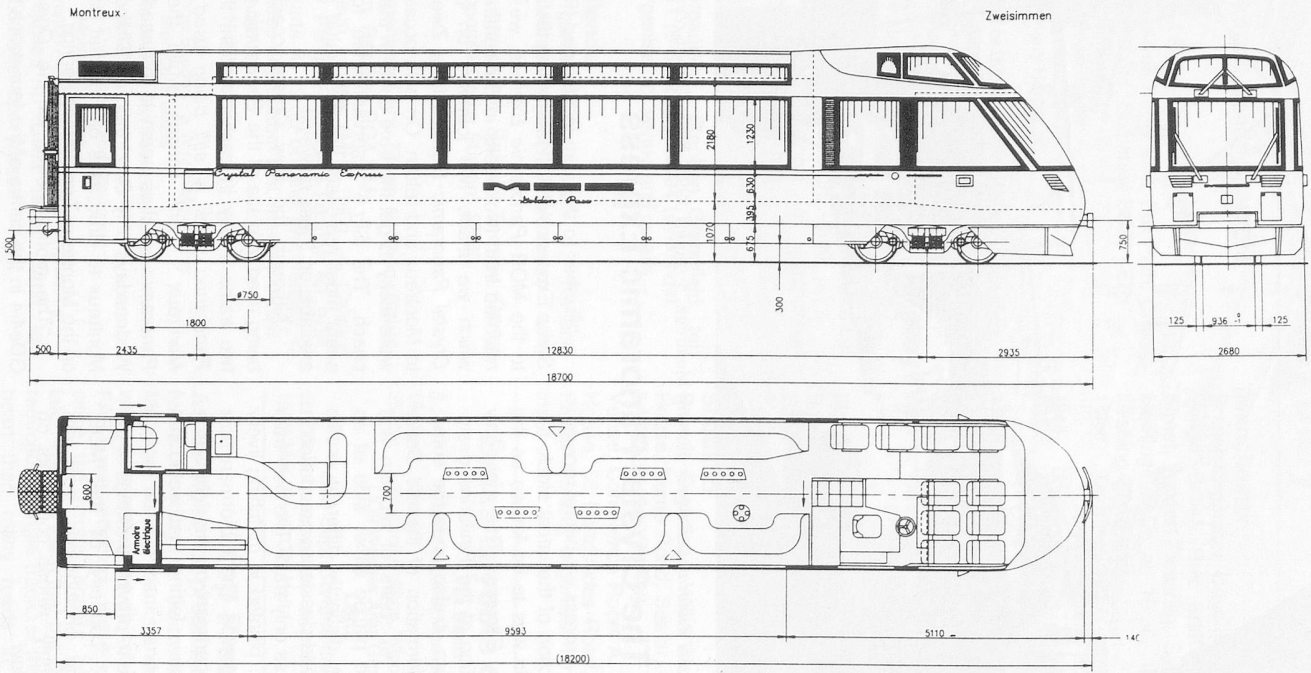
In the last *Swiss Express* we briefly reported that on the introduction of the latest stock, the MOB's prestige train was to be known as the *Crystal Panoramic Express*. This not only marks the introduction of the Pinifarina designed, Breda built cars, it also ends the somewhat incongruous formation of the old *Super Panoramic*, where two pairs of modern first class coaches were placed either side of an older railcar with a distinctly different profile which provided second class accommodation in a nominally first class only train. The new train now has a GDe4/4, painted in matching livery as central motive power. The motorman now sits in a raised compartment on the right with a very wide view from a fairing that would not disgrace an airplane.

We are now able to provide drawings of the two new coaches, courtesy of the MOB, together with some photographs from our member Dave Greenly, whose comments on the train we give below.

"Further to the item in *Notepad* (Page 44, *Swiss Express* Vol 3/11) regarding the changes to the MOB *Panoramic Express*, we recently returned from two weeks in Switzerland during which we made two journeys on the new *Crystal Panoramic Express* from Zweisimmen to Montreux and return. On both occasions we were lucky to get the front seats in the leading coach. The SFr.6 reservation fee for these seats must represent the best value currently available on Swiss railways!

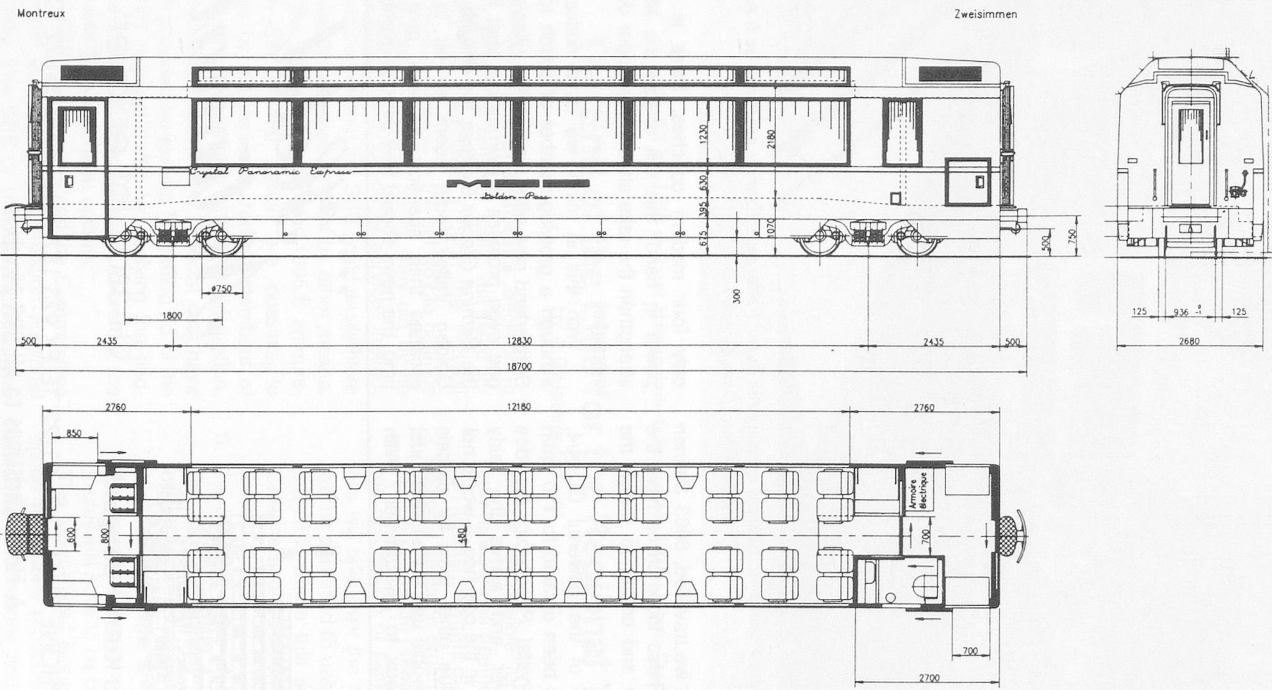
"Although the new *Crystal* coaches are being used in place of the *Panoramic* stock for two trains a day in each direction, the older *Panoramic* stock is still being used for the *Montreux - Lenk* service, while the *Super Panoramic* coaches seem to be used on the Wednesdays only *Supertrain du Chocolat* from Montreux to Broc, plus one normal daily train on the Montreux Zweisimmen service.

"The motive power for the *Crystal* is a GDe4/4 in the centre of the four-coach train; on



**MOB Crystal Panoramic Express first class driving trailer**

Arst 151-152



**MOB Crystal Panoramic Express first class coach**

As 153-154



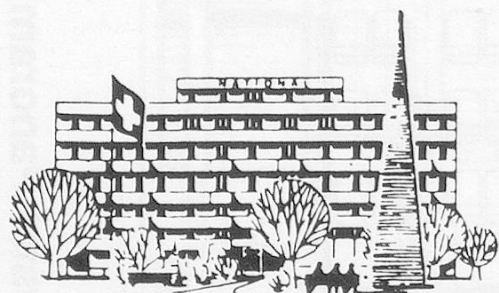
View from the *Crystal Panoramic Express* crossing the *Super Panoramic Express* at Gstaad on 6 August 1993 : Photo Dave Greenly

both occasions that we travelled, 6003 *Saanen* was being used. These locomotives have the new livery of blue and cream to match the coaches."

While the use of the powerful GDe4/4, *Saanen*, which has been uprated to 110 km/h for use on the *Crystal Panoramic*, provides luggage space over and above the fairly generous allocation in the coaches, it would not seem of much value other than for parcels traffic. How many people use a *Panoramic* just to get from Montreux to Zweizimmen? With

only four modern coaches, there is ample power in hand, this will enable the MOB to strengthen the rake should passenger demand increase.

With this in mind, we have noticed that although a growing number of coach tours of Switzerland now offer trips on the *Glacier*, and one even provides a journey on what it dubs the *Bernina Glacier Express*, the delights of the Golden Valley route seem so far to have escaped their attention. Ah well, give them time, the news should filter through eventually.



Herr & Frau Kubler Bongard

★★★★  
*Hotel  
National*

CH-3800 interlaken  
jungfrau

SWITZERLAND PHONE (036) 22 36 21/22 TELEX 923 187 TELEFAX (036) 22 73 61

A Merry Christmas to all SRS Members